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OFFICIAL  
**HISTORIC BRANDYWINE**  
(AND VICINITY)  
**GUIDE BOOK**



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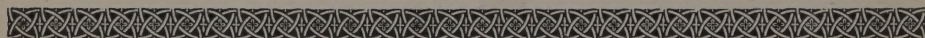
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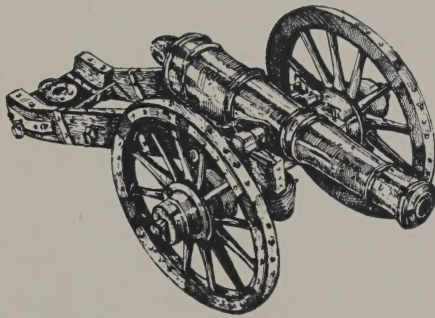


# HISTORIC BRANDYWINE

## GUIDE BOOK

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WILLIAM C. BALDWIN, Editor



Published by

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The editor wishes to thank the many persons who have given encouragement and help with this first guide book of its kind, covering the Brandywine area. Especially to Willing Howard for the cover; Ned and Lila Goode for photography; G. S. Michener, Roy R. Fuller, Virginia Harvey, Betty Higham, Norman B. Wilkinson, William M. Scheffey, C. Rodney Jefferis, Anna D. Reilly and Alan E. Smith. The photographs on the map of historical landmarks and buildings are from the files of the Historic American Buildings Survey, National Park Service, Philadelphia.

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FIRST EDITION



# **The Official Historic Brandywine Guide Book**

## **INTRODUCTION**

The Brandywine, from its mouth below Wilmington to its springheads in the Welsh Mountains and the North Valley Hills, drains one of the most beautiful, industrially indispensable and historically important areas of similar size in the United States.

Before the arrival of the white settlers, the Swedes, the Indians depended upon it for fish and game. Their trails into and out of the western wilderness ran parallel to its course. Their bark canoes and dugouts floated up and down its waters.

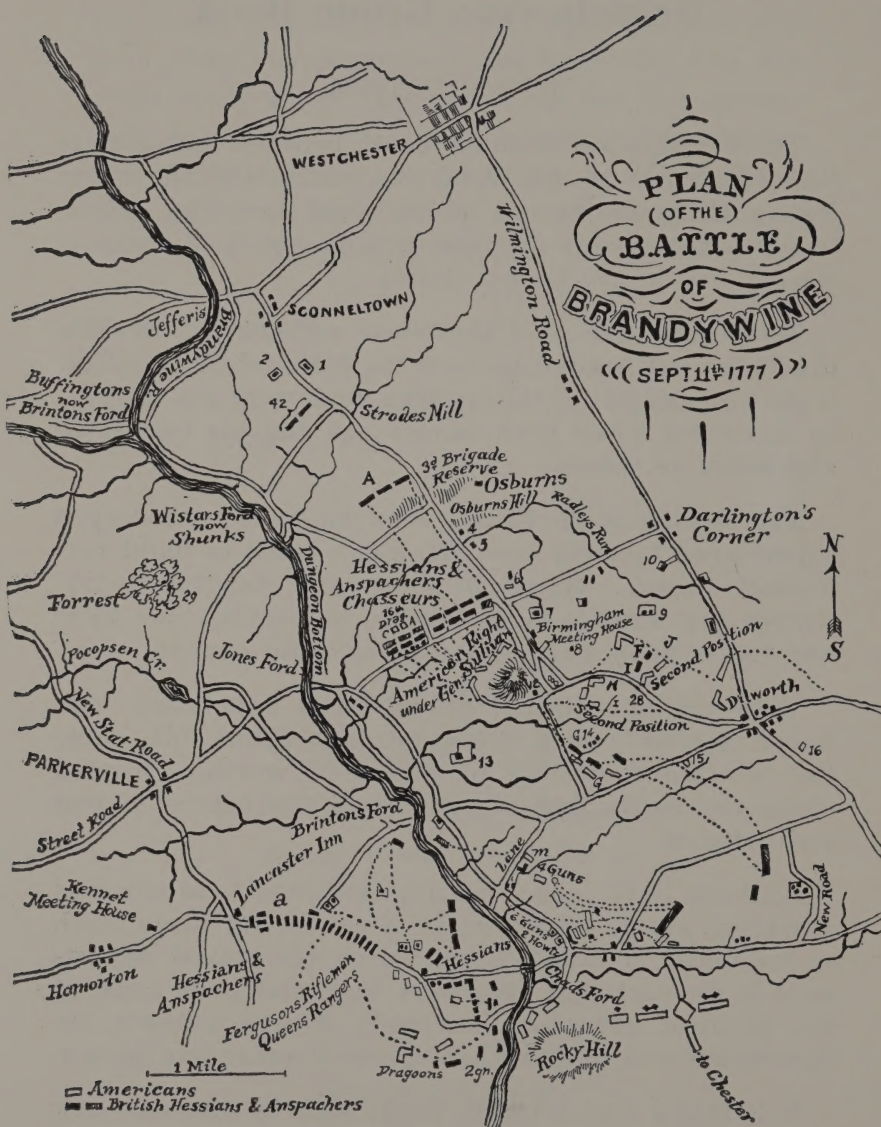
The fertility of the Brandywine watershed encouraged experienced farmers from European lands to build permanent homes. Many of these are standing today. Others saw futures in grist-mills, saw-mills, lime kilns and forges upon which the citizens could depend.

With the phenomenal growth of a population composed of God-fearing, energetic, industrious folk, came the coincident erection of places of worship, located along the roads that also followed the course of this great stream.

Students have long since realized that here some of the great events of American History took place, such as the Battle of Brandywine; but of still greater importance is the fact that here were born and lived some of the greatest educators, scientists, artists, authors, industrialists and military heroes our Country has known.

It is fitting that a Guide Book, such as this, can welcome our visitors appropriately.

Henry Pleasants, Jr., M.D.





# The Battle of the Brandywine

*By*

*By WILLIAM M. SCHEFFEY*

*Illustrated by WILLING HOWARD*

Late in the summer of 1777, the inhabitants of the Brandywine Valley, heretofore quite removed geographically from the great battlefields of the American Revolution, suddenly found themselves on the scene of one of the important campaigns of that war. For several hectic days, troops of the Continental Army and the militias of several states under George Washington, and thousands more of the colorful Redcoats and the strange, bearded Hessians under Sir William Howe marched, maneuvered, and fought through the rolling hills in and around the watershed of the Brandywine. The local citizenry, largely Quaker pacifists, found their property and their possessions commandeered for military purposes.

Though not considered a very decisive battle in itself, the Battle of the Brandywine took place during the most pivotal days of the war. The circumstances bringing it about played an important, though indirect, role in determining the outcome of contemporary events in New York State — events which led directly to ultimate victory for the new nation.

The American Revolution lasted from 1775 until 1783. The objective of the Americans was to gain independence; that of the British to suppress the rebellion. These objectives were reflected in the general strategy of the respective parties. The Americans sought to defend themselves successfully, whereas the British were obliged to press the attack and to capture and hold critical points on the continent. The Battle of the Brandywine was typical of this strategy in that British victory depended on a successful attack, while the hopes of the Americans hinged on the success of their defense. The critical point in this case was Philadelphia.



'THE MOST FATAL WIDOW AND ORPHAN MAKER IN THE WORLD'

To the advantage of the British was their powerful fleet which commanded the seas throughout most of the war, enabling them to select their next target at their own discretion. The great economic centers of the Colonies — among them Boston, New York, Philadelphia, and Charleston — were mainly on the littoral and hence at least within supporting distance of the British fleet. The pattern of events, then, consisted chiefly of a series of British offensives, with the American Army responding defensively to parry each thrust.

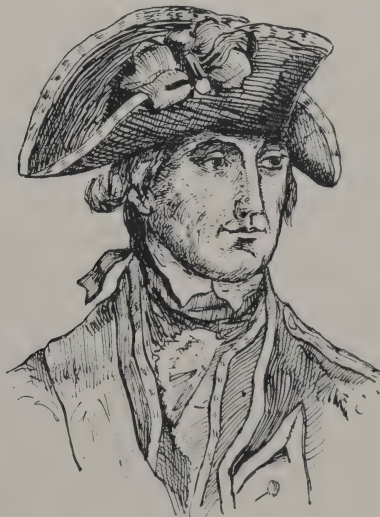
The American Army, plagued by weak organization, inexperience, inconsistent support of the various states, poor equipment, and chronic shortages, was pitted against the seasoned professional army of Great Britain, supplemented by Hessian mercenaries in considerable numbers. To the advantage of the American cause were proximity to sources of supply, general familiarity with the countryside, the French alliance, and the use of the Kentucky, or Pennsylvania, rifle — a product of the American frontier which was far superior to the British musket in accuracy. The British were favored by control of the St. Lawrence Valley, giving them access to the hinterland of New York, and by a substantial Tory element in the colonies which could sometimes be depended upon for support. However, they were burdened by disunity at home, unfamiliarity of their troops with the concept of “backwoods” fighting, and failure on the part of their military leaders to press strategic advantages and to follow up their victories.

In the initial phase of the war (1775) the Americans scored at Concord, Ft. Ticonderoga, and Breed's Hill, and thereafter pressure accrued against the British in Boston. The attempted invasion of Canada by Montgomery and Arnold was frustrated by the end of the year at Quebec. In the spring of 1776, Boston was finally left to the rebels. The British, taking advantage of their prerogative to choose the next theater of action, then moved against Charleston to capitalize on the Loyalist element in the South, reportedly ready to assert themselves for the Crown. The fleet was repelled by Colonel Moultrie in June, and Charleston was spared. That month also saw a British landing at New York City by Sir William Howe. Washington's defending force was badly defeated and almost certainly would have been destroyed had Howe effectively followed up his victory which came in August. Cornwallis then pressed on to occupy New Jersey. Refusing to let this serious reversal sap the cause of independence, Washington countered brilliantly at Trenton on Christmas night and at Princeton several days later. He then stationed his army strategically in northern New Jersey, and the British were obliged to evacuate that state early in 1777.



Thus the stage was set for those decisive days of the summer and fall of 1777, during which period the Battle of the Brandywine was fought. It was the plan of Lord Germain, the British war minister, to occupy the state of New York, isolating New England from the rest of the states and splitting the new nation in two. Capitalizing on British control of the St. Lawrence Valley, the plan called for an expedition under Burgoyne to move southward into the Hudson Valley by way of the Lake Champlain Lowland, a force of Tories and Indians under St. Leger to enter the Mohawk Valley from the west by way of Lake Ontario, and Howe's army to advance up the Hudson Valley from New York. The three columns were to join forces at Albany. As it turned out, Howe never did cooperate in the scheme; instead he executed a move of his own against Philadelphia, and St. Leger was successfully intercepted by Herkimer. Burgoyne now had to face a waxing body of rebels under Gates, and he finally surrendered at Saratoga on October 17. Meanwhile, Howe's force had embarked for the attack on Philadelphia. Defeating Washington at the Battle of Brandywine on September 11, Howe soon occupied the capital city for the winter in which the defeated Continental Army established itself at Valley Forge.

France, impressed with the American showing in New York, entered the war overtly against Great Britain in 1778. The British, inconvenienced by the need to commit troops elsewhere on this account, planned to evacuate Philadelphia and did so in the spring; from here on American chances of victory were much improved.



GEN. SIR WILLIAM HOWE

Unsuccessful in the North, the British decided on another thrust at the South. With an initial success at Savannah, they advanced very slowly under Cornwallis through the Carolinas and into Virginia. This final campaign lasted from 1778 until 1781 and ended in disaster for the British. Posted with his army at Yorktown on the peninsula between the York and James rivers, Cornwallis found himself confronted on the west by the combined French-American Army under Washington and Rochambeau and on the east by the French fleet under DeGrasse. The latter had taken control of the sea; and Cornwallis, thus besieged and faced by superior forces, surrendered on October 19. Thereafter the British garrisons were gradually withdrawn, and by 1783 the independence of the United States was recognized.

### EVENTS LEADING UP TO THE BATTLE OF THE BRANDYWINE

Shortly after the New York campaign of 1777 had been set in motion by Burgoyne, Sir William Howe, in command of British forces in New York City, embarked on his sea-born expedition against Philadelphia. Howe attached much importance to the capture of Philadelphia because it was the capital of the new nation and many Tories lived in the city and its hinter-



WASHINGTON'S HEADQUARTERS



land. It was hoped that this element could be rallied in support of the Crown. Having failed to provoke Washington into a pitched battle in northern New Jersey, Howe decided on a wide circuitous route to approach the capital from the south, for the direct overland route was well monitored by the Continentals.

Howe's expedition left New York on July 23, transported by the British fleet under Admiral Richard Howe, brother of the general. Washington was temporarily confounded as to the secret destination of the force. Was it Boston? Philadelphia? The South? An intercepted British communication indicated the objective to be Boston but Washington correctly assessed the letter to be a plant and strongly suspected the target might be Philadelphia. When on July 30 the fleet was sighted off the Capes of Delaware, Washington hastened south from his position in New Jersey to protect Philadelphia. Since the fleet temporarily escaped observation, he countermarched to the north of Philadelphia in a state of uncertainty to await further intelligence.

The Atlantic Coast from Cape Hatteras northward is characterized by an irregular configuration. It is an area of bays, estuaries, and peninsulas, while the coastline of the South is relatively straight and unbroken. This geographic factor makes for navigable waters penetrating to the interior in the form of embayments. Howe had it in mind to penetrate the littoral as far as navigation would allow. Aware of the vulnerability of Philadelphia to sea-born attack via the Delaware estuary, the Americans had taken the precaution of building fortifications and other obstructions in that river. Taking these obstacles into account, the British decided on a more circuitous route to their target by way of Chesapeake Bay. On August 22 the fleet of over 200 vessels was ascertained by the Americans to be in the bay. All doubt removed, Washington hurried through Philadelphia and on to Wilmington to place his army between the capital and his enemy. The British landed on the 25th near the mouth of the Elk River below Elkton, Maryland, and Washington prepared to post himself near Wilmington to await further developments. Howe's progress was quite slow at first because of foul weather and a shortage of horses.

Washington sent Colonel Mordecai Gist ahead to keep valuable stores and livestock out of the hands of the British foraging parties. With the exception of some grain near the Elk, most supplies near the river were saved. Howe's march on Philadelphia commenced on September 3, and a corps of crack riflemen under Maxwell was assigned by Washington to harry and monitor the movements of the invading forces. Volleys were exchanged with the British vanguard on several occasions for the next few days.



STRODE'S MILL

It soon became apparent from the movements of the British Army that Washington's position west of Wilmington was a precarious one. Howe was slowly gravitating to Washington's right, i. e., to the north of Wilmington; if allowed to continue, he could soon have ready access to Chester and Philadelphia without interference from the Continental Army. Washington would also be in a serious strategical situation — a superior enemy force in position to block off all the approaches onto the peninsula between the Chesapeake and the Delaware. This would have trapped the Americans on a neck of land jutting out into the water controlled by the British fleet. (It will be recalled that in the final campaign of the war Cornwallis found himself in just such a peninsular position at Yorktown. The superior French-American Army bore down on his landward side, and the French fleet commanded the high seas.) This obliged Washington to move promptly to the north in order to take position on the road to Philadelphia in the path of Howe's army. The march began about 2:30 A.M. on September 9 and ended at Chadds Ford by ten o'clock the same morning. Chadds Ford is on the Brandywine where the stream intersects the road to Philadelphia; the position there was taken by the Continental Army on the advice of General Greene. The distance between the two armies was rapidly diminishing, and the anticipation of a clash was building up to a crescendo.

## THE BRANDYWINE

Brandywine Creek is a tributary of the Delaware River draining a significant portion of Chester County, Pennsylvania; the western extremity of Delaware County, Pennsylvania; and part of New Castle County, Delaware. It flows among rolling hills of the northern Piedmont and through the scenic meadows of its floodplain and discharges into the Delaware at Wilmington. The immediate environs and, indeed, most of its watershed still maintain a rustic beauty that is well known to travelers and outdoorsmen. The Forks of the Brandywine, the confluence of the East Branch and the West Branch, are a little over a mile west-northwest of Lenape, Pennsylvania.

Since it has a generally north-south direction in the vicinity of Chadds Ford and since Howe was moving roughly from west to east through Philadelphia, the Brandywine served as an obstacle even though it has numerous serviceable fords within a short distance and is not really a large stream. Had Washington not decided to make a stand here, he would have had to face his enemy without the aid of a natural barrier or else drift toward the Schuylkill River before calling Howe to task. A British victory there would have meant the immediate fall of Philadelphia whereas a British victory on the Brandywine, 25 miles west of the city, might still have afforded the Americans another chance.

## PARTICIPANTS IN THE BATTLE OF THE BRANDYWINE

Of the 18,000 men under Howe, about 5,000 were Hessian mercenaries. These professional soldiers, of course, had no interest in the issues at stake and were sometimes prone to desert or surrender on various occasions during the war. A good percentage of them settled permanently in the New World at the conclusion of the hostilities. Nearly 30,000 of them under contract from German nobles saw service in the course of the war and were regarded as having been a valuable asset to the British. The Hessians certainly gave a good account of themselves at the Brandywine. The remaining 13,000 were, in the main, British regulars, schooled in the European military tradition. Although at a disadvantage against the backwoodsman because of his colorful uniform, mediocre marksmanship, and certain disadvantageous battlefield procedures which were considered good form in Europe, the Redcoat was still a good match for the American soldier in a standup, pitched fight by virtue of his superior organization and discipline.



An estimate of 11,000 is usually accepted as the effective strength of Washington's forces at the time of the battle. They included Continentals supplemented by units of militia, many of whom had been hastily activated for this campaign. Over 25 percent had never seen combat. The American soldier, though lacking in many of the military arts, was an expert rifleman. His self-confidence in the field helped to shape the American military tradition which survives today; it is said that the modern American soldier excels foreign troops in his ability to carry on under fire when his officers are incapacitated.

The Battle of Brandywine was a rendezvous of leading Revolutionary War figures. Of these, George Washington, Commander-in-Chief of the Army, was the most outstanding. He kept the American cause alive under seemingly impossible tribulations. As a soldier his experience dated back to his youth, but he still was considered an "amateur" because he lacked formal military training; his tactics are open to criticism to this day. Washington seems to have been at his best when making surprise attacks and rebounding after having been defeated; he had trouble in standup, open-field situations. His defeat at the Brandywine exemplified the latter; however, his showing at Germantown the following month demonstrated the former even though he was repulsed.



Sir William Howe, Commander-in-Chief of British forces, was popular with his men but had one glaring weakness to which the American Revolution probably owes its success — he repeatedly failed to follow up his victories. Apparently obsessed with the idea of settling the war peacefully, he made offers of general amnesty which on occasion allowed the rebels to escape from precarious situations and which, in the long run, were not effective. Howe was relieved of his command in 1778 because of general dissatisfaction with his performance.

Earl Charles Cornwallis was the most capable man the British had on the field during the Revolution. Commanding wide respect, he faced Washington many times — at Princeton, Brandywine, Germantown, Monmouth, and Yorktown.

Baron Wilhelm von Knyphausen, a Hessian general, served in America throughout most of the war. At Brandywine he very adeptly executed the diversionary feint at Chadds Ford which was essential to Howe's plan of attack.

Marquis de Lafayette, who had recently arrived in America, served as a Major-General under Washington before he was twenty years of age. The great impression he made on Washington at Brandywine was a harbinger of the valuable service he was to render for the rest of the war.

Nathanael Greene was one of Washington's most loyal and capable officers. A brilliant tactician, he was entrusted with some of the most responsible assignments of the war, including the command of forces in the South toward the end of hostilities. At Brandywine he commanded the reserves which covered the American retreat and is accredited with having prevented a rout.

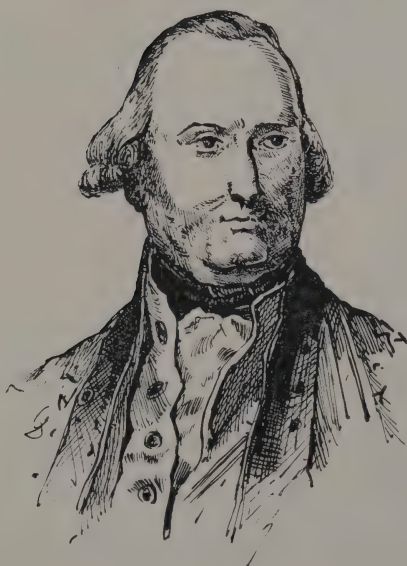
## THE BATTLE OF THE BRANDYWINE

Upon arrival at Chadds Ford, Washington established headquarters at the Benjamin Ring house about  $\frac{3}{4}$  mile east of the ford; Lafayette was quartered in the Gideon Gilpin house nearby. General Washington prepared to meet the British by deploying his troops on the east side of the Brandywine. The American center, posted in a position to cover the ford itself, consisted of a division under Anthony Wayne supported by Proctor's artillery. On the right six brigades under Sullivan were assigned to guard the next ford to the north (Brinton's) with smaller detachments at each of three fords (Jones', Wistar's, and Buffington's) still further upstream as far as the Forks of the Brandywine. Deficient intelligence gave Washing-

ton the impression that the next ford above the Forks was at least twelve miles away and was hardly accessible. Actually, the main British force eventually circumvented all of Sullivan's units and crossed the Brandywine a short distance above the Forks.

On the American left, John Armstrong's units garrisoned the only usable fords south of Chadds Ford (Pyle's and Corner Ford). Greene's division was given a central position behind and slightly to the right of Wayne; his men were the reserves to be committed as occasion demanded. Meanwhile, Maxwell was out in front, west of the Brandywine, provoking skirmishes to delay the progress of Howe's army.

The British force consisted of 36 British and Hessian battalions of infantry and grenadiers, one company of American Royalists, and a regiment of light horse. Howe decided on his favorite strategem, the flanking movement, to break his enemy. Briefly stated, the principle of the flanking movement in a tactical situation involving a numerically superior force attacking an inferior force is this: To take maximum advantage of numerical superiority, the attacker will split his forces in two columns and engage the enemy from two angles; if both columns cooperate effectively, the beleaguered defenders are seriously jeopardized. On the other hand, the inferior force must be ever ready to turn on one of the columns with maximum



LORD CORNWALLIS



ANTHONY WAYNE



strength while the other column is out of supporting distance. If victory is attained quickly enough, the previously inferior force can now face what is left of the enemy on more equal terms with a much improved chance of winning. Howe's plan was a modification of this idea; that is, one column was to monopolize Washington's attention while a second, by far the larger, was to hit the American right by surprise.

At daybreak on September 11, a large force under Cornwallis turned sharply to the left (northward) a short distance east of Kennett Square. This column, mostly British, included some 13,000 men and was attended personally by Howe. Up to this point the British moved along rather leisurely, but now the pace was stepped up. The object was to cross the Brandywine well to the north of Chadds Ford, then descend quickly on Washington's right while the latter was engrossed with the activity of the smaller force which continued eastward from Kennett Square.

At 9:00 A.M. the smaller column under Knyphausen commenced marching on Chadds Ford to the east. By this time the main body was approaching Trimble's Ford on the West Branch of the creek. American scouting parties kept up their harrassment, having fired on the British vanguard at Welsh's Tavern and again at Kennett Meeting House. As Knyphausen neared Chadds Ford, he found Maxwell ready to contest high ground immediately west of the creek; but the fighting was brief, though sharp, and Maxwell retired to the east bank — outnumbered and outflanked all the way. After driving the last party across, Knyphausen made serious looking demonstrations against the American center, pretending a major frontal assault was in progress. This, of course, was a deception.

Meanwhile, Cornwallis was making good progress in his circuit to double the American right, screened in the wooded countryside by a thick fog. Washington, however, was aware of Cornwallis' movements in time to counteract the strategem. Understanding that a column of soldiers was seen heading northward, he decided upon an attack on Knyphausen while Cornwallis was too far away to relieve him. Orders had already been issued for Greene and Sullivan to cross the Brandywine very late in the morning. Now came intelligence reports which confused Washington about the position of the main column, and the Commander-in-Chief was obliged to cancel the attack — at least for the time being. Coverage of the countryside by scouting parties was spotty, and the available information was inconsistent. For several precious hours in the middle of the day, Washington puzzled over evidence suggesting that earlier reports were wrong and that Cornwallis was well within supporting distance of Knyphausen. If this were the case, an ad-

vance across the creek would be out of the question. The main British column had in fact crossed the West Branch at Trimble's Ford, turned east to cross the East Branch at Jeffris' Ford, and then marched to the southeast. Shortly after noon, it reached Sconnelltown. Here a group of Quakers holding a mid-week meeting in a wheelright shop, was suddenly interrupted by the commotion occasioned by the passing army. The Quakers, who normally met in the Birmingham Meeting House 2½ miles down the road, had had their place of worship taken over by the Continental Army as a hospital for this campaign. Pressing on from Sconnelltown and past Strode's Mill, Howe halted the column to rest and eat on Osborne Hill, about 1½ miles from Birmingham Meeting House.

Contrary to previous reports to Washington (which were essentially accurate) of Cornwallis' wide sweep to the north was intelligence from a Major Spear of the militia whose credibility and identity are still open to question. He claimed to have scouted extensively in the area through which Cornwallis was supposed to have marched and to have found no trace of the column nor any evidence that it had been in the vicinity. This brought about a long and painful period of uncertainty. Washington was obliged to suspend the orders to attack Knyphausen because of the possibility that Cornwallis had counter-marched to rejoin Knyphausen at Chadds Ford. There were no conclusive developments until nearly 2:00 P.M. when a local patriot, Thomas Cheyney of Thornbury Township, appeared on the scene indicating that a large British column had, indeed, crossed the Brandywine and was bearing down rapidly from the north. Meeting with skepticism on the part of the American officers, he vehemently insisted on the truth of his information. His story was presently confirmed by a communication from General Sullivan to the effect that the British had just been detected two miles away from the right wing. An engagement was imminent.

Although all doubt in Washington's mind was now gone, Howe's flanking movement had succeeded. It was too late for a concerted attack on Knyphausen with Cornwallis so close on the right. However, the Americans swung into action to meet the latter in a vain effort to salvage the situation. The three divisions of the right wing under Sullivan, Stephen, and Stirling were ordered to move in defense of the high ground in the vicinity of the Birmingham Meeting House, which was in Cornwallis' path. (General Sullivan was in overall command of these three divisions.) If allowed to proceed unchallenged, the British column could have intersected the road to Philadelphia well behind Washington. Meanwhile, Wayne was left at Chadds Ford to check Knyphausen, and Greene was restored to reserve status in order to be ready to gravitate to the left or the right as deemed necessary.



From Osborne Hill, with an elevation of well over 370 feet, Howe could observe the activities of the Americans under Sullivan. The hill on which the Birmingham Meeting House stands is nearly 400 feet at its highest point, and there is no high ground between the two vantage points. Sullivan's movement was a hasty one because of the rapidly diminishing proximity of the contending forces; hence, proper disposition of troops was impossible. The divisions of Stirling and Stephen had arrived before that of Sullivan; by the time contact with the enemy was impending there was still a serious gap of several hundred yards in the line between Sullivan and the other two divisions. Sullivan complained later that orders had been issued and movement executed so hurriedly that there was an uncertainty about where Stephen and Stirling were and what route they had taken. Also, the strength of the British column had been grossly underestimated. The British and Hessians quickly assumed battle formation and advanced through the small valley between the two hills. The day was to be decided within the hour.



BIRMINGHAM MEETING

As the first wave, largely Hessian, reached Street Road, shots were exchanged with advanced parties of Americans, and the engagement soon became general. The British were pressing the issue by 4:00 P.M., and very soon thereafter the fighting became quite intense. Sterling had dispatched a small force to the Meeting House graveyard to fight a delaying action while defensive formations were modified. After an effective showing, the group rejoined the others. But the gap in the American line was never properly closed, and Sullivan could not exert maximum effort. For nearly an hour the contest raged back and forth, often at very close quarter. The Americans gave an excellent account of themselves but finally had to yield to superior numbers and the decimating effects of the British artillery. Sullivan, at a disadvantage from the start, was unable to rally his men and ultimately gave ground. With both wings broken, the center under Stirling received the weight of the assault, and a general retreat ensued. Because the British had plenty of reserves behind the line which were never committed to action, their chances of victory were never seriously jeopardized. As the American line gave way, Lafayette made an epic appearance and distinguished himself by riding through the fleeing ranks trying to rally the men. Although unsuccessful, he is accredited with having helped immeasurably to prevent a general rout. During this courageous exploit, the Marquis was wounded in the leg. Howe followed up his advantage nicely and gave chase in the direction of Dilworthtown. The day was his.

At this point the American reserves moved into action to prevent total rout. From his central position, Greene hurried to the road between the Meeting House and Dilworthtown. Here he deployed his riflemen, mostly Virginians, on high ground along the retreat route. They did such a fine job of intercepting and delaying the pursuers that the latter soon gave up the chase. The last skirmish of the Birgmingham phase was in an orchard just southeast of Dilworthtown.

The din of battle could be heard by the troops of both sides at Chadds Ford, not three miles away. The progress of events to the north was known to Knyphausen and Wayne alike. Aware of the retreat, Wayne had no choice but to fall back from the Brandywine toward Chester to avoid losing contact with Washington (who had ridden to the scene of action about the same time as Greene's movement). Knyphausen could now cross the Brandywine with confidence and engage Wayne in earnest with little fear of defeat.



The Commander-in-Chief, defeated but not broken, fell back and assembled his men at Chester that very evening and made his report to the President of Congress, John Hancock, at midnight. In it Washington blamed faulty intelligence for the defeat and deplored the fact that the left wing under Armstrong was in no position to be committed at the most critical period. He gave assurance that the army was intact with all baggage and that the morale among the men was high.

The British reported suffering 579 casualties, including killed, wounded, and captured; the estimate of about 1,000 casualties is usually accepted for the Americans.

### THE AFTERMATH

Washington retreated to Philadelphia on September 12, but soon evacuated the city to march and maneuver to the Schuylkill River between Philadelphia and Pottsgrove (Pottstown) for the next few weeks. He was quite concerned about such strategic points as the Warwick Furnace on French Creek and the supply depot at Reading. The British slowly moved their way to the Schuylkill River by way of Turk's Head (West Chester) and Paoli, occupying Philadelphia on September 26. Early in October the armies met at Germantown, and once again the Americans were defeated. Eventually the Continentals settled for the winter at Valley Forge while the British enjoyed themselves in Philadelphia.

Howe was soon to discover that the American capital was not the great prize he had thought it to be. In European wars when a nation's capital fell the war was practically over, but such was not the case here. The activities of the rebel government were not centered in Philadelphia to the extent that the loss of the city would mean fatal disruption; all Congress had to do was to move elsewhere and carry on its activities as usual.

In light of contemporary events in New York state, it may be said that despite the British victory in the Philadelphia campaign, it was well worth a couple of defeats (Brandywine and Germantown) just to keep Howe occupied. As word was received in Philadelphia and Pennsylvania of Burgoyne's surrender at Saratoga, the importance of Howe's conquests was minimized. The Americans were obviously not going to surrender because their capital was captured what with invaluable French aid on the way. As the war began to take on a new complexion, the British evacuated Philadelphia in June, 1778.



AMERICAN ARTILLERY  
CAPTAIN



HESSIAN



# Tour Guide of Chester County Covered Bridges

*By* ROY R. FULLER

You can bisect Chester County by driving across it on the Lincoln Highway in less than an hour. But if you are interested in finding out what lies behind the signboards and along the back roads you will be well rewarded for the extra time you spend. Pennsylvania has more of the old wooden covered bridges than any other State, and twenty of them are in Chester County. These grand old landmarks stand as mementoes of a quieter, more leisurely day, and many of them do their duty by carrying a fair share of the country traffic.

For the tourist who will spend a day rather than an hour, for a pleasure trip rather than a driving chore, here is a route that will take in all the covered bridges and some other points of interest to boot. The route is not marked like the main highways, and some of the roads are primitive. You have to drive slowly so that you don't miss the small County road markers, and you may have to stop and ask directions. Don't expect all the places mentioned to be marked with signs or even listed on your map. Many of them are only a couple of houses at a crossroads, possibly with intriguing names tacked to them.

Coming out from Philadelphia on West Chester Pike (State Rte. 3), it is about six or eight miles from Upper Darby to Newtown Square. About a mile west of Newtown Square, just beyond the spacious grounds of the Ellis School for Girls, turn right on Boot Road. After a mile or so down this road you will hear the gurgling of Crum Creek as it tumbles over the rocks, and then you will see your first covered bridge.

This is Bartram's Bridge, built in 1860. If it is a mild Saturday or Sunday, two or three cars will be parked by the stream and children will be wading in the shallow water. Or if you are lucky, you may find an artist with his canvas tacked to a tree on the hill above the bridge, doing its portrait. You cannot drive across this bridge, but must use the new steel and concrete one beside it.

A couple of miles west on Goshen Road, you come to Whitehorse. You are now in the heart of the riding and hunt country. Thomas Thornton still shoes horses in the shop on your right. Cross the angling road here and go 1.7 miles farther past the Radnor Hunt Club over the hills to your right, and

take the third road on the left. This is Garrett Mill Road which is identified by a white road marker about a foot square, with the road number, which is 15028. Turn left here and you will come back to West Chester Pike, where you jog right and left onto Street Road, which is State Rte. 926. The little stream you followed just before you came to the Pike is Ridley Creek, where William Garrett built his first paper mill on land granted to him by William Penn. Part of the old dam still stands, and makes the waterfall which you saw off to the right of the road.

Continue on Rte. 926 for eight or nine miles to Rte. 100 and make a sharp right turn where the sign says "Chadds Ford 4 Miles." Here Rte. 100 follows the valley of the Brandywine Creek. On the other side of the Creek, one dark night in 1777, Lord Howe's redcoats were marching in the direction from which you just came to ford the Creek and outflank Washington's army and defeat it at the Battle of the Brandywine. At the spot where they crossed, a covered bridge was built later, in 1833, which was called Jefferis' Bridge. After a hundred and twenty years this burned, probably from some careless smoker's cigarette, and it is now replaced by a concrete bridge.

You will probably wonder why these old wooden bridges were given roofs in the first place. Some think they were supposed to keep horses from shying at their reflections in the water, or to keep snow off the bridge. Actually, however, windows were often built in for both horses and men to enjoy the view; and as for snow, nearby farmers were usually hired to



**PINE GROVE BRIDGE**

*Spans Octorara Creek; length about 110 feet; built in 1846. Located west of Oxford, between Chester and Lancaster Counties.*



“snow” the bridges in winter. Their task was to haul snow into the bridge so that sleighs could get through. The going pay for this job was \$10 a season. The real reason for the roofs and siding was of course to protect the timbers from the weather. Wood exposed to alternate wetting and drying will soon rot, but the timbers in these bridges, when well covered, will last a hundred years or more and still be as solid as the day they were first carefully fitted by local craftsmen.

At Chadds Ford your route jogs left and right across U.S. 1. About a mile beyond, Rte. 100 turns right and crosses the Brandywine, but you go straight ahead on Rocky Hill Road for 1.4 miles to Ridge Road, where you turn right for half a mile to Smith’s Bridge Road. Smith’s Bridge is a short distance down this road to your right. Actually, this bridge is a ringer, because it is not in Chester County at all, but is 100 yards over the State Line into Delaware, but its beautiful setting makes it well worth including in our “Chester County” bridges. This bridge has recently been restored and repainted, which accounts for its “new” look.

Since you are now in Delaware, you might as well see the ruins of a couple of their bridges on your way back to Chester county. Continue across Smith’s Bridge through Granogue, crossing Rte. 100 after 1.4 miles, and bear right shortly beyond. A mile farther you come to a dead end at Rte. 52. Jog right, up



LARKIN'S BRIDGE

*Also known as Thompson Bridge, spans Marsh Creek; length 60 feet; built in 1854 and rebuilt in 1881. Located south of Milford Mills in Upper Uwehland Township.*

to Centerville, and then sharp left opposite the Atlantic Refining sign. This will bring you to Old Kennett Road in seven tenths of a mile, where you turn right for a tenth and then left. About a mile and a half along this road you come to Rte. 82 and what is left of one of Delaware's covered bridges. Another is just around the corner down the next cross road to your left, and this one is still carrying traffic.

Continuing on Rte. 82, you go through Ashland to Yorklyn, passing an old snuff mill which is still operating. If the wind is in the right direction, you will spot it by its odor long before you see it. Just beyond, at the paper box factory in Yorklyn, turn left across the green steel bridge and continue for a couple of miles to Rte. 41 at Hockessin. Turn right on this route and you will soon be back in Chester County. A mile and four tenths after you cross the State Line (this is the "Great Arc") turn left for a couple of miles to Landenberg on County Road 15017. On this road, when you come to the first dead end, turn left, and then watch for a right turn at the next corner. At Landenberg, turn left on 15019 for six tenths of mile, and then left to London Tracy Baptist Church. This is the site of the Minguanan Indian Town where the Unami group lived. They sold all the lands between the Delaware River and the Chesapeake Bay to the falls of the Susquehanna to William Penn in 1683. At the church, turn left on 15016 for half a mile to Yeatman's Bridge over the East Branch of White Clay Creek. It was built in 1874 at a cost of \$2,981.

Now retrace your route on 15016 back past the church for five miles or so to a dead end at Lewisville. Here you turn right on Rte. 841 for 1.4 miles. Then where the S curve on 841 goes to the right, you bear left for three tenths until you come to a private road into "Gardens." Take the rough gravel road to the right for eight tenths to Linton Stevens Bridge. This is really a new bridge, since it was built as late as 1886. It is 102 feet long and crosses Big Elk Creek at the junction of three townships: New London, Elk, and East Nottingham.

Turn around and go back to Rte. 472, turning left for three tenths of a mile to Peacedale. Now turn right on 15008 for 1.4 miles to a secondary road where you turn left for a mile or a little more to Glen Hope Bridge. This is even newer, having been built in 1889. Its price tag was \$1,767 — a bargain for those days. Don't try to continue on this road through the bridge, but go back to 15008 and turn left for half a mile where you then fork right on Christine Road, which is 15007. This takes you past the Mt. Olivet Church, through Chrome, and crosses U. S. 1 at Nottingham, five and a half miles from 15008. Continue another 1.3 miles beyond U. S. 1 and turn left on 15001. A mile and a half down this road you come to a right and left jog. Take the right but not the left turn. At the second corner continue straight ahead past the country store, on the gravel



road for two tenths of a mile where you will see McCreary's Bridge which is one of the most beautiful you will find on the whole trip. It cost \$2,116 when it was built in 1889, and the stream it crosses is Black Run, a tributary of Octoraro Creek which forms part of the western boundary of Chester County.

Do not turn left here to go over the bridge, but continue along the same road for another eight tenths of a mile until you come back to 15001. Follow this about a mile to where you came in on Christine Road, and turn left for 1.4 miles to Glenroy. Then turn sharp right on 15005 for 1.2 miles to 15006 which is Forge Road. Turn left on Forge Road a couple of miles to Pine Grove Bridge. This is the oldest and the longest bridge in the County. It was built in 1846 at a cost of \$3,450. Be sure and stop in the middle of the two-span arches and see the view of the dam and waterfall and the grand old mill, from the little window the builders have so considerably provided.

There are three more covered bridges over Octoraro Creek, along the boundary of Chester and Lancaster counties. Go back across Pine Grove Bridge on 15006 four tenths of a mile to 15024 which comes in from the left. Go up this road 2.3 miles (crossing Rte. 472 at 1.5 miles) until you come to 15025 where you turn left for 1.8 miles. Don't cross the bridge here, but turn right for eight tenths, then sharp left on the pavement for another mile and a half to 15156 where you make a sharp left



JEFFERIS' BRIDGE

*Spans the Brandywine Creek; bridge has been destroyed by fire since this painting was made. From a painting by George Cope. C. Rodney Jefferis Collection.*

turn. Half a mile west on 15156 (Street Road) take the secondary road to the right through the woods for half a mile. When you come to a fork in the road, take the one to the left, even though it is not much of a road. This brings you to Newcomer's Bridge. It was built in 1888 at a cost of \$1,229. Notice the white trace on the outside of the faded red siding which matches the shape of the arch within.

Return to 15156 again and turn right for half a mile to Bell Bank Bridge. This was built at the start of the Civil War. It is just ten miles due north of the Mason-Dixon Line, the famous division between the North and the South. If your imagination is working properly, you can see the Union bluecoats camped on the plain beside the bridge, guarding it against a surprise raid by the rebels.

Now go back over 15156 to 15025 where you came in, then continue on 15025 about five miles to Cochranville. Join U. S. 122 here for a short distance and then turn left on Rte. 41 for three miles to 15060. Turn left for about a mile to where the road turns left. At this point, leave 15060, turning right on the secondary road for about a mile and a half. The last half mile is very bad, but don't be discouraged. At the end of the road is a little dream of a bridge — Mercer's built in 1880, for \$1,770. If the thoroughbred horses and colts are in the pasture next to the bridge, you will find them very friendly. They would appreciate a pat on the muzzle or a lump of sugar left over from your picnic lunch.

Backtrack again to 15060 and back down Rte. 41 to Cochranville. At U. S. 122 turn left for three tenths of a mile and then right on County Road 541 to Gum Tree three miles farther. Six tenths of a mile beyond Gum Tree, fork to the right on 15138 for a mile, and then turn to the right on 15045. This brings you to Rte. 841 at Springdell, where you turn left for a mile and two tenths, and then right for another mile on Rte. 82 until you see the Apple Grove School House on the left. Take the gravel road which goes to the left of the school (west side) for about a mile of very poor road until you see off to the left a pair of twin covered bridges a hundred yards or so apart. The first one is over Doe Run, and the one to the north is over Buck Run, just above their junction. The bridge over Buck Run was built first, in 1881, and the other three years later. They are on private property now — owned by the Buck and Doe Ranch, some 10,000 acres of Chester County's finest grassland, bought and developed by the owners of the famous King Ranch in Texas.

You will find a place to turn around up the road a short distance. When you get back to Rte. 82, turn right at the school-house and go 1.5 miles (half a mile beyond where you came in on 841) to 15068 which comes in from the right. Turn right



here for three tenths and then left. It is only half a mile until you come to Buck Run again, with another lovely bridge, Speakman's. Like many of our other bridges, this one used to have a mill beside it, but you have to look closely now to find even a trace of the old stone foundations.

Continue across the bridge for 1.8 miles to 15067 at Hepzibah. Turn right for 1.6 miles to Mortonville. Go left across the big concrete bridge and take the first road to the right, which is 15072. Almost immediately you will see a covered bridge on your right. This is in private hands now and is used for storage. It is a long bridge — 106 feet overall, and originally cost \$2,702. When the new road was built, the County had to take part of the present owner's land, so they traded the bridge and a few acres of land for what they needed. The stream it crosses is Dennis Run.

Now turn around and go back to Mortonville. After crossing the concrete bridge, turn left on 15057 for a couple of miles until it joins 15070 beyond Laurel. Here you make a left turn, and after 1.4 miles you will come to Rte. 162 where you fork to the left. After you have driven along Rte. 162 about a mile, you will see the marker for the Star Gazer's Stone. If you want to stop and walk up the side road a few hundred feet you will find the original stone marker which Charles Mason and Jeremiah Dixon planted here almost two hundred years ago, at a point exactly 31 miles due west of the then southernmost part



Bartram's Bridge Spans Crum Creek

of Philadelphia (Cedar Street, now South Street). From this point, a line was run fifteen miles due south to determine the latitude of the boundary line between the Provinces of Pennsylvania and Maryland, according to the agreement made in 1732 between the Penns and Lord Baltimore. The two famous surveyors and mathematicians stayed here for three months, making scientific observations, and the local people gave them the name "Star Gazers."

Drive along Rte. 162 for another seven tenths of a mile, past the Embreeville State Hospital, and turn right on 15080. Less than a mile from here, on your right, is Glen Hall bridge over the west branch of the Brandywine, which was built in 1881. It has two spans, of 90 feet each, and is our "dearest" bridge, having cost \$4,772 to build.

Go straight ahead on 15080 about four miles to Marshallton. Turn right on Rte. 162 for two tenths of a mile and then left on 15078 for 2.3 miles to Rte. 322. Turn left here, and in six tenths of a mile you will pass Gibson's Bridge, which crosses the East Branch of the Brandywine. It was built in 1872 for \$2,666, and is still in excellent repair.

Continue north on 322 to the center of Downingtown. After crossing U. S. 30, you will be on Rte. 282 which you follow for five or six miles to Lyndell, where you turn right over the bridge on 15018 one mile to Milford Mills. Here you turn right on a good gravel road for half a mile to Larkin's, a beautiful little



Interior View of Bartram's Bridge



bridge over Marsh Creek. A painting of this bridge, made in the summer of 1952, shows in the foreground a majestic old stump of a tree with two gnarled fingers and a thumb pointing to the heavens, but this has since been cut down, and all you have now in its place is a nice smooth stump which you can use for a picnic table.

Back to Millford Mills and turn right on 15018. Within the next two miles you will cross the turnpike, go through Eagle, and come out on Rte. 100. Turn left on 100 for four miles to Ludwig's Corner at the intersection of Rte. 401. Just beyond this corner, turn right on 15085. After three sharp turns, this brings you to Birchrunville, where you turn left on 15194. About one and a half miles north of Birchrunville is French Creek, crossed by Hall's Bridge, a 100 foot span which cost \$1564 back in 1850.

Continue through the bridge on 15194 and take the next road (15071) to the right three miles to Kimberton. Turn left on 15039 about half a mile and take the side road to the left a short distance to Kennedy's Bridge. This was originally dedicated on July 4, 1856. Its hundredth anniversary was celebrated by a crowd of Chester Countians who gathered for a picnic on the shore of French Creek, listened to the oratory of Chris Sanderson and other notables, and then concluded with a parade of antique automobiles around the surrounding countryside.



**MERCERS FORD BRIDGE**

*Spans the East Branch of the Octorara Creek; length 84½ feet; built in 1880. Located southwest of Atglen, between Chester and Lancaster Counties.*

Another half mile on 15039 brings you to a road on the right which leads to Rapp's Bridge, a 106 foot span across French Creek at Rapp's Corners. It was built in 1866 at a cost of \$3,595. Here too are the remains of another old mill, with part of the original machinery and gears still to be found in the ruins.

Instead of driving through the bridge, bear left a half mile to Rte. 23 and turn right. This takes you to Valley Forge. At the entrance to the Park, turn right on Rte. 83, following Valley Creek for about a mile to Knox's Bridge. This was built in 1865 and named for one of George Washington's generals whose quarters were nearby during that bitter winter of 1778.

You have now completed your tour of Chester County Bridges. If the beauty spots you have visited and the history conjured inspire you to join in the effort to preserve them for posterity, you might like to join the Theodore Burr Covered Bridge Society of Pennsylvania. Mrs. J. T. Wagner is president, and her address is 235 Boas Street, Harrisburg, Pennsylvania.



Courtesy Hagley Museum

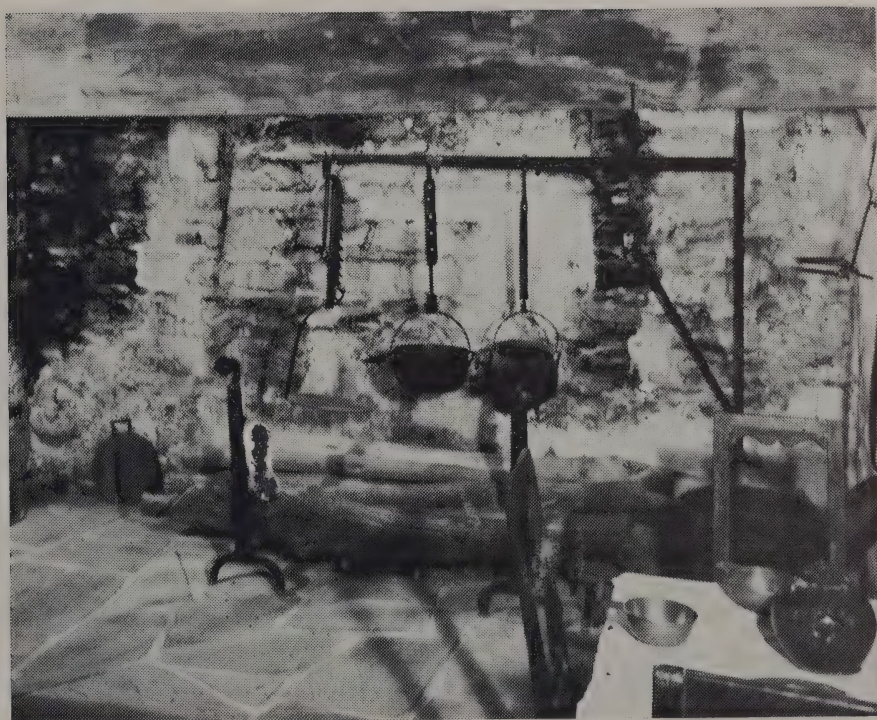
### COVERED BRIDGE IN WILMINGTON

*The Market Street Bridge across the Brandywine connected Wilmington with Brandywine Village where many millers resided.*



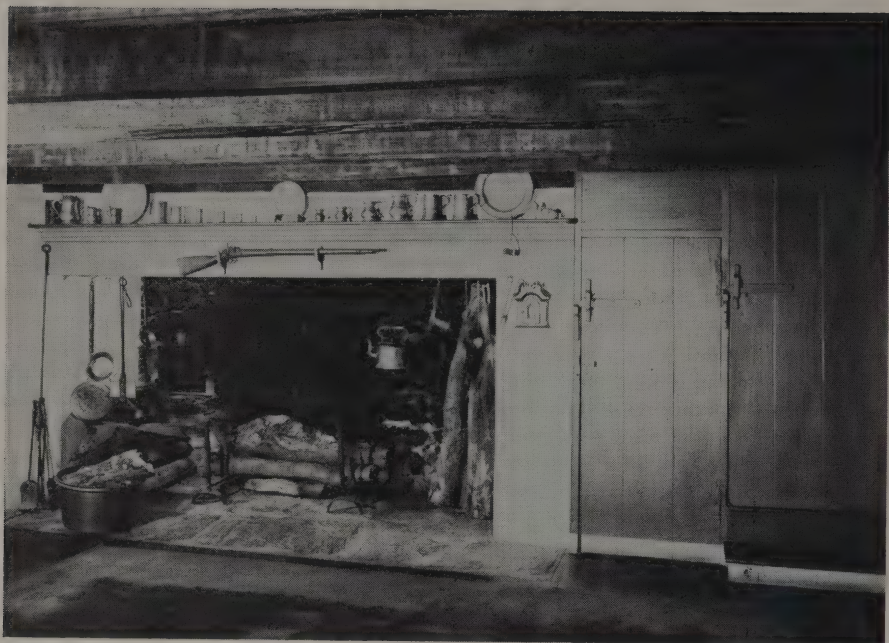


Interior View of Humphrey Marshall House at Marshallton.



Kitchen View in the 1704 House





Interior View of Collins Mansion in West Chester.



The Eagle School, Located Near Radnor.



# The Mills on the Brandywine

NORMAN B. WILKINSON

The Brandywine Valley has always been a place of quiet beauty, a bountifully productive region, and one rich in historic tradition. A part of its history newly claiming attention is its role as one of the river valleys along our eastern coast where numerous industries had their beginnings. The varied enterprises that flourished here were representative of America's industrial effort and they played an important part in the nation's growth.

## THE VALLEY

In the days of early settlement when water was the prime source of power, the mills of the colonists were built along the banks of small rivers and streams. Millers and millwrights dammed these waterways to create pools, and from the pools water was directed through raceways and flumes to spill onto the creaking waterwheels that turned the machinery of the mills. On the smaller streams and lesser tributaries where it was not too difficult to build dams there first appeared grist mills for grinding grain and saw mills for cutting timber.



Courtesy Hagley Museum

## COVERED BRIDGE AT RISING SUN

*Early bridges across the Brandywine were of the covered type such as this one at Rising Sun. Breck's Mill shows in the background.*

Not until the second and third generations of settlement was the Brandywine successfully harnessed to run the flour mills, paper mills, fulling mills, slitting mills, linseed oil mills, snuff mills, tanneries, furnaces and forges, textile mills, and powder mills that appeared on its banks during the eighteenth and nineteenth centuries. The demands of a new and expanding nation seeking to establish its own industrial system forced the Lenni Lenape Indians away from the Tancopanican or Wawaset, names given to the stream by the red man.

Throughout most of its course from its sources in the Welsh Hills, the Brandywine gradually drops toward tidewater sixty miles away as it flows southeastward across the fertile floor of the Great Valley. In Lancaster County and through the greater length of Chester County it meanders through woodlands, marsh, and lush meadows where fat cattle graze. On the upper reaches of the stream the mills and furnaces were fewer in number and more widely separated because the fall and volume of water were insufficient to drive a large number of mills. Far up on the east branch of the stream near Wyebrooke, its massive stone stack now standing in gaunt loneliness amid a tangle of undergrowth, was Isabella Furnace where iron ore from nearby deposits was processed into "pigs." A canoeist of a century ago paddling downstream would next pass Springton Forge, Mountdale Paper Mill, McClure's Woolen Mill, Dorlan's Paper Mill, Mary Ann Furnace and Dowlin's Forge, the Fisherville and Bicking paper mills, Cope's Foundry and Machine Shop, the Bowers Paper Mill and the Hillsdale Factory. At junctions where the smaller streams flowed into the Brandywine, or where a cluster of buildings stood back from the bank, there would be a saw and grist mill, and most likely also a blacksmith's shop and a cooper's shop, essential adjuncts of all early communities.

A voyager starting downstream from Hibernia Forge and Rolling Mill on the West Branch of the Brandywine in West Caln Township would pass the Brook Rolling Mill, Ziegler's Paper Mill, Yearsley's Cotton and Woolen Mill, and the Caln Rolling Mill. Next he would come to the Lukens Rolling Mill at Coatesville where the first boiler plate in America was rolled, also distinguished by being directed for a number of years by the widow, Rebecca Lukens, one of our early women industrial leaders. The Valley Iron Mills and the farm machinery shops of the Pennocks were nearby, and some distance below was the Mode Paper Mill at Modena. To the west, up Buck Run, was the Federal Slitting Mill at Rokeby, and on neighboring Doe Run were several cotton mills, one of which was operated by the Free Produce Association in the 1850's to process only cotton grown by free labor. This was a Quaker means of protesting Negro slavery.



Near Mortonville were the Laurel Iron Works, and between the junction of the east and west branches of the stream at Lenape and the Delaware boundary stood Darlington's Cotton Mill; Brinton's and Painter's grist and saw mills; grist and flour mills operated by Hoffman, Sager and Pyle; Twaddell's paper and powder mills, and the Sunnysdale Paper Mill.

Not far below the Delaware boundary the Brandywine changes its appearance. Funneling through a narrow rocky gorge its current becomes quite rapid, and in its last five miles before meeting the Christina River at Wilmington it drops 124 feet. Here was tremendous power — some 600,000 tons of water passing a given point in every twenty-four hours — power which the millers put to productive use.

A French visitor in 1797, Rochefoucauld-Liancourt, wrote in his **Travels Through the United States of North America**, that the Brandywine was "sufficiently rapid and contains water enough to turn in its course, from sixty to eighty mills almost all of different descriptions." And at the close of America's second war with England, the War of 1812, Hezekiah Niles, publicist of our infant industries, viewing the scene in 1815, described it as "probably the greatest seat of manufactures in the United States." From Wilmington upstream for a distance of about six miles he counted numerous flour and grist mills, 13 cotton mills, 15 saw mills, 6 gunpowder mills, 6 woolen mills, and sundry others including paper and snuff mills.

## THE FLOUR MILLS

In this concentration of industries on the lower Brandywine the oldest and most extensive were the merchant flour mills that lined both sides of the stream in Wilmington below the Market Street Bridge. Oliver Canby, a Quaker millwright from Bucks County, had built the first of these in the 1740's. Canby saw that in addition to the ample water power this was a location convenient to ocean and river navigation, permitting wheat to be brought to the mills by boat from the Chesapeake and Virginia regions, and the export of the finished flour to points along the coast and overseas. The mills were also close to the King's Highway and to the Lancaster and Kennett turnpikes over which wagons laden with grain came into Wilmington from neighboring farming counties in Pennsylvania and Maryland. Other millers, Thomas Shipley and Joseph Tatnall, built near Canby, and by the Revolution eight large stone mills clustered close together on both banks. During the Revolution the mills furnished flour to Washington's army at Brandywine, and, when British patrols could be avoided, to the troops in winter quarters at Valley Forge.

Located in the heart of America's first wheat belt and readily accessible by all means of transportation, the Brandywine Flour Mills prospered. They employed many hands, earned fortunes for the proprietors, and gained for Wilmington the distinction of being a leading flour milling center. The flour industry stimulated commercial ventures and such allied industries as cooperage and ship chandlery. It promoted the rise of shipbuilding, a major Wilmington industry during the nineteenth century. By 1815 the mills had increased to fourteen; they shipped over 500,000 bushels of flour annually to the West Indies, to Europe, and to the Far East; more modest amounts were ground for home consumption. Conservative though they were, the Brandywine millers adopted devices introduced into the industry by Oliver Evans, an "ingenious mechanic" born in Newport, Delaware. By his conveyor, his hopper boy, his elevator and descender, Evans mechanized most of the operations in the making of flour by applying well known physical principles to milling technology. Yet despite such early "automation" the mills provided employment for hundreds of persons — millers, millwrights, coopers, wagoners, blacksmiths and boatmen. Some of the mills continued to grind into the early years of the twentieth century but their pre-eminence had long since abdicated to the milling center of Rochester, New York, and more recently to the mills of the Minneapolis region.

### THE PAPER MILLS

Delaware's first paper mill was on the stream not far above the flour mills. Converting an old mill that had been used to manufacture snuff, Miers Fisher and his nephew Joshua Gilpin, Philadelphia Friends, installed vats in 1787 and began to make paper by hand. Their friend Benjamin Franklin had urged them to go into business because good paper was needed in the young republic, and because it could become a profitable business. Franklin loaned them French works on papermaking from his library and Gilpin submitted samples of his first paper to Franklin for examination. Brissot de Warville who visited the Gilpin mill in 1788 left this description:

This town is famous for its fine mills; the most considerable of which is a paper mill belonging to Mr. Gilpin and Miers Fisher . . . Their process in making paper is more simple than ours. I have seen specimens of their paper, both for writing and printing, equal to the finest made in France.

Cotton and linen rags collected in towns near and distant were sorted, washed, macerated into pulp, then formed into a sheet of paper on a wooden-framed wire mould when pressed onto a piece of felt; water was squeezed from the stack of paper and felts in a screw press and the sheets were then hung to dry in a loft. Gilpin made paper for many purposes but



specialized in bank note paper. A mechanically gifted younger brother, Thomas Gilpin, in 1816 patented the first papermaking machine in the United States, an invention that revolutionized the industry and made paper available in any length and at a much cheaper price. This had wide-ranging effects upon book publishing, newspaper publication, and the printing trade.

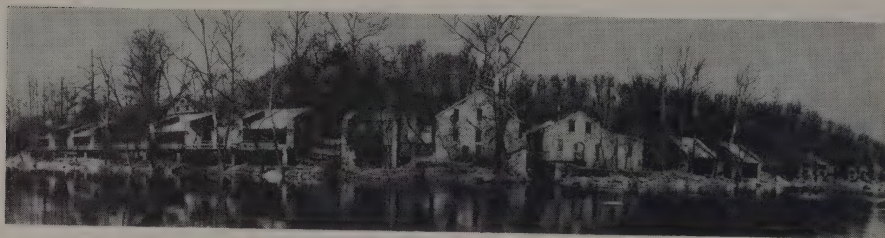
In its half century on the Brandywine the Gilpin Paper Mill acquired a deserved reputation for fine papers and for its innovation in papermaking technology. Additional buildings were erected and the Gilpins branched out into cotton and woolen manufacture during the War of 1812, a disastrous diversification that cost them heavily. It is believed they were the first in this country to use chlorine successfully in the bleaching of textiles. In the 1820's several fires and a damaging flood were severe blows, and the failure of Congress to raise tariff duties on imported paper added to their plight. Their last paper was made in June, 1837, fifty years to the month since the first mill had opened. The Gilpin properties at Rockford and Kentmere passed to Joseph Bancroft and Sons, flannel manufacturers and cloth printers, and to Riddle and Lawrence, cotton manufacturers. But in the paper industry the name of Gilpin has not disappeared. A large manufacturer has given it to one of his best grades of paper:

GILPIN TEXT is named in honor of Thomas Gilpin, who, in August, 1817, produced the first machine-made paper manufactured in the United States. The paper was made on a machine of Gilpin's own manufacture and was the first paper made in this country in a continuous web. It revolutionized the manufacture of paper, reduced the cost, increased its production and made possible similar progress and improvements in printing.

### THE POWDER MILLS

Above Rockford, beginning at the villages of Rising Sun and Henry Clay Factory, extending upstream on both sides for a mile or more was the du Pont "domain." Choosing the Brandywine as the best location for the black powder mills he intended to build, Eleuthere Irenee du Pont had bought a burned-out cotton mill establishment with some sixty-fire acres of ground in 1802. Antoine Lavoisier had taught him powdermaking at the Paris Arsenal and the Essonne mills in the 1780's, and this knowledge enabled him to make a high quality powder soon recognized as the best in America. Within a decade he had acquired property on which stood a saw mill, a slitting mill and a grist mill, and began transforming this older industrial settlement to powder production to meet government demands during the War of 1812.

In subsequent years powder was needed in digging canals, building roads, laying rail beds, quarrying and mining, excavating for building foundations, and, of course, by hunter and pioneer moving westward through ever receding frontiers. By mid-century there were three du Pont powder yards on the Brandywine — Eleutherian Mills, Hagley Yard, and the Lower Yard — each with its creek side line of small, thick-walled, strongly-buttressed stone rolling mills, graining mills and glazing mills, all powered by water wheels and later by turbines. The refinery, the composition and dry houses, the pack houses and the magazines stood along the hillside a short distance back from the creek. From a small undertaking with a capital of \$36,000, employing less than twenty men, and with total sales of \$37,000 in the first full year of operations, du Pont and his two sons, Alfred Victor and Henry, had developed their business into a prospering family enterprise with over 300 employees and sales of over a million dollars annually by the Civil War.



Courtesy Hagley Museum

### THE DuPONT POWDER MILLS

*Shortly after its closing in 1921, the powder yard at Hagley presented this appearance.*

### THE TEXTILE MILLS

Father and sons did not confine their interests solely to making explosives. On the meadows near his home overlooking the mills the elder du Pont had one of the largest flocks of Merino sheep in the country. Their wool went to the Louviers Woolen Mill, run by his brother Victor, on the opposite side of the creek. The woolen mill had been erected in 1809 at the instigation of E. I. du Pont who was convinced that Americans could produce woolen cloth of equal or better quality to that being imported from abroad. Some of the first cloth made at the Louviers Mill was presented to President James Madison who acknowledged its excellence when it was made into a suit of clothes. Victor du Pont, and then his son Charles I. du Pont, conducted this business until the 1850's when the mill was converted into a factory for making metal powder kegs.



Another textile enterprise, launched in 1814, was a large cotton spinning mill built at the lower end of the Hagley Yard and managed by a trusted du Pont employee and a Philadelphia business associate. E. I. and Victor du Pont owned shares in this venture, the purpose of which was to make reasonably priced goods equal in quality to foreign made. To this end the Hagley Cotton Factory spun very fine yarn, installed looms, and employed French textile workers for their special skills. Depressed business conditions generally prevalent in the early 1820's led to the leasing of the mill to a succession of operators until the 1880's when the du Pont owners changed it into a metal keg mill. Today this handsome granite structure is the home of the Hagley Museum of early Brandywine industries.

In the middle of the Hagley Yard was a tannery, built and partly financed by the powder manufacturer but directed by a du Pont kinsman in partnership with several other Frenchmen. Using a French method of tanning known as the Seguin "juicy process" they were able to tan leather in much less time than by the old traditional methods. This experimental undertaking was short lived, less than ten years, and although there is no direct connection, it is an interesting coincidence that Wilmington today is one of the centers of the Morocco leather industry.

Between the Hagley Yard and du Pont's Lower Yard several neighboring mills furnished livelihoods for the dwellers in Henry Clay and Rising Sun villages that had grown up along the creek road and on Barley Mill Lane, Breck's Lane, and Rising Sun Lane. Samuel Kirk, with the assistance of E. I. du Pont, built his large stone barley mill in 1826 in a location that allowed him to utilize the water power of Squirrel Run, a tributary stream, and also to tap the race that powered the Hagley Cotton Factory when necessary. The barley mill ran until 1897 when it was destroyed by fire, twin hazard to flood, dreaded by all early millers.

Across the creek at the foot of Breck's Lane, a dam stored the water that turned the machinery of two textile mills, one at either end of the dam. Both were built in 1814-1815 to furnish the American market with cotton goods that embargoes and decrees had cut off from usual European sources. Rokeby Mill on the west bank produced materials for cotton clothing until the 1830's when it became part of the Louviers Woolen Mill and turned to the manufacture of woolen blankets. Adjacent to Rokeby was an eighteenth century grist mill that was adapted than by the old traditional methods. This experimental undertaking to the cotton operations; in 1903 this became the first Experiment in 1906. The Rokeby name gave way to Breck's Mill, derived from William P. Breck who was its superintendent after it became a woolen mill. Part of the building was used as a social hall for community meetings, parties and dances, and for some years it was the home of the Tancopanican Band and Orchestra,

musical aggregations organized and led by Alfred I. du Pont, superintendent of the powder mills at the turn of the century. Remodeled, it remains a recreational center, the home of the Brandywiners, a theatrical group; the Breck's Mill Cronies; the Lyceum Theatre; and the studio of a professional photographer.

The mill at the opposite end of the dam was built by Joseph B. Sims, a Philadelphia merchant. The mill and its surrounding rows of workmen's homes came to be known as Simsville. Two Englishmen from Manchester, John and Joseph Siddall, who had smuggled their tools out of England and had represented themselves as farmers when migrating, were the first operators of this mill. Such subterfuges were made necessary by Britain's ban on skilled artisans, tools, plans and machinery leaving the country, a restriction that was not lifted until the 1820's.

Sharing the building with the Siddalls were the Hodgson brothers, English mechanics skilled in making textile machinery. Their reputation was soon established; mill owners not only bought machinery from them but also sent their own mechanics to the Hodgson shops to be taught the construction and workings of the machines. Franklin and Titian Peale, sons of Charles Willson Peale, artist, cotton manufacturer, and director of America's first museum, were apprenticed to the Hodgsons before being taken into their father's cotton mill at Belfield in Philadelphia. Other young mechanics who learned their trade from the Hodgsons started businesses of their own in the Wilmington area. One such was John Jones, founder and partner of Pusey and Jones, now a century-old firm that has built ships, marine engines and papermaking machinery at its plant on the Christina River.

The Siddall mill was also a schoolhouse, on Sundays. Beginning in 1816, the Brandywine Manufacturers Sunday School held sessions for the children and adults of the community who worked long hours in the mills six days of the week. Religious instruction was offered, but reading, writing and arithmetic were taught by the mill proprietors and members of their families. Victorine du Pont, eldest daughter of E. I. du Pont, was head of the school for many years. Until the public schools and churches made their appearance in the vicinity in the 1830's and 1840's this was the only educational and religious institution serving the mill workers of the community.

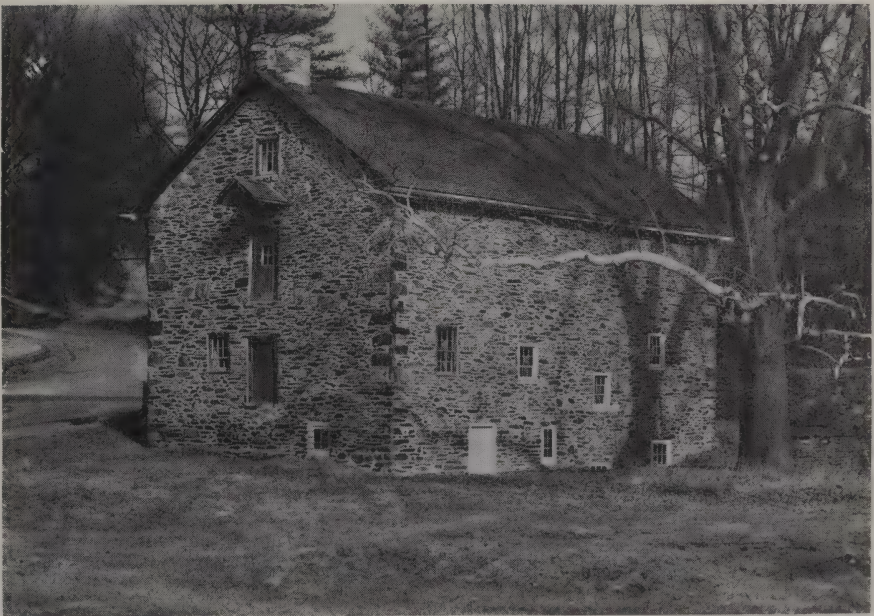
The mill at Simsville continued as a textile producer under the direction of a succession of managers who leased it from the Du Pont Company which had come into ownership in the 1840's. Various names have been given to the structure — the Big White Mill, Barlow and Thatcher's Mill, and the one by which it is known today, Walker's Mill. It has reverted to its early use as a shop, but now for the designing and construction of the models and exhibits that are to be seen in the Hagley Museum.



## THE MILLS AT ROCKLAND

Upstream, above the du Pont mills and near the boundary of Pennsylvania was the village of Rockland. Here were the Delaware Paper Mills of William Young, a bookseller from Scotland who had first located in Philadelphia but had gone into papermaking in 1795. His mills were second only to the Gilpin Paper Mills. He made many types of paper, and one of his largest customers was the United States Government which bought paper for the printing of revenue stamps. Like many others in the paper business, Young experimented with other materials as substitutes for cotton and linen rags. He succeeded in making ten reams of paper out of the roots of the American mulberry tree and the green bark of the guiana tree. For this accomplishment he was awarded a medal in 1804 by the Philadelphia Company of Booksellers.

Assisted by his son, Young too went into textile manufacture at the time of the War of 1812 but experienced the same failure as his downstream neighbors by the mid-1820's. At their peak the Young mills employed over two hundred people. Before 1830 Young was out of business. The mills passed into other hands, first to the Rockland Manufacturing Company, then to Jessup and Moore, who also had another paper mill on the Brandywine nearer to Wilmington, and most recently to Doeskin Products, manufacturers of paper tissues. The downstream mill of Jessup and Moore, the Augustine Mill, is today the plant of the Container Corporation of America.



Valley Glen Flour Mill, also known as Grubb's Mill,  
on Valley Creek

## THE WORKMEN OF THE VALLEY

By far the greater number of workmen in the Brandywine mills were Irish in origin. There were some Englishmen and Scotsmen, and a scattering of Frenchmen and Germans, but a glance at existing payroll records shows that many Irishmen had come into the Brandywine area seeking the better opportunities America offered. They lived within sound of the bell in the mill cupola in rows of whitewashed stone, four-roomed homes bearing the picturesque names of Chicken Alley, Duck Street, Charles' Banks, Stone Block, Long Row, Squirrel Run, and Flea Park. Some families had truck patches and vegetable gardens, and chickens scratched in every yard. One wonders when these chores were tended for Sunday was the only day when mill hands were not working dawn to dusk, a twelve to fourteen hour day.

Wives and older sons and daughters worked long hours in the paper and textile mills. Christmas and the Fourth of July were the only universal holidays. Wages averaged about \$24 a month during the earlier part of the century and had risen to about \$45 by the 1890's. Some families lived in company houses rent free, while others paid three to eight dollars a month for their dwellings. Costs of food, clothing and other essentials strike us today as ridiculously low, but examination of the wage rates makes it clear why they were. The more frugal, saving workmen accumulated wages on company books, sufficient to permit the purchase of small farms in the neighborhood, or to strike out anew as farmers on the low-priced lands in the mid-west being offered for sale by the government.

But the Brandywine held many of its people. Some worked with fathers generation after generation in the flour and paper and powder mills. Relatives were brought over from the home country at the expense of workmen, and it was not unusual for their employers to advance the passage money which was repaid by small deductions from wages over many months. Families suffered losses of loved ones from epidemics of yellow fever, malaria and cholera that blighted the valley on occasion. Of briefer duration but no less terrifying were the shattering explosions that sometimes rent the powder mills. Lives were lost and men maimed despite all precautions to keep the machinery safe and workmen fully aware of the special hazards of their tasks. The proprietors shared the same dangers and losses. This common risk, and the daily association of working and living in close proximity, fostered a sense of loyalty and paternalism that softened the harsher experiences of the mill hands and their families.

Growing up in the valley could be exhilarating. Around the seasons the creek invited swimming, fishing, boating, skating and turtle catching. Stretches of woodland sheltered small game that could be hunted and trapped, and there were always trees for boys to climb. Orchards up on the higher land were there to



pilfer; there were barns and stables to roam about in, animals to fuss over, and on a hot summer day the simple joy of a drink of cold spring water from a hillside spring. Bands and fife and drum corps livened up political rallies and torchlight parades and other festive occasions such as the celebration to honor Admiral Samuel Francis du Pont for his capture of Port Royal, South Carolina, during the Civil War. Taverns there were aplenty, the trade of which never seems to have diminished even in the face of the temperance movements of the last century — the Buck, the William Penn, the Rising Sun, and the Blazing Rag, to name a few.

The more convivial, gregarious workmen joined the Odd Fellows and the Masons or belonged to the societies of their fellow countrymen, such as the Ancient Order of Hibernians, the Sons of St. George, the St. Andrew's Society and the Welsh Society. From the 1820's on workmen had organized benevolent societies and had at times voiced demands for shorter hours and better wages, but these efforts were sporadic; labor unions as such were not a significant part of the industrial scene until several decades after the Civil War.

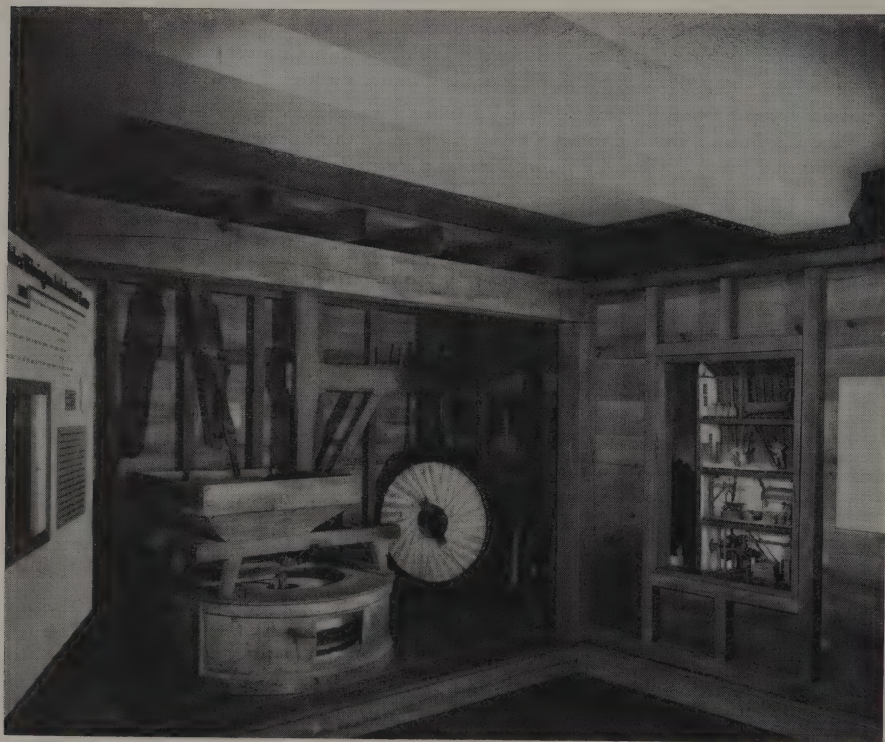
Many among the older inhabitants of the valley could neither read nor write; this handicap was overcome by the more ambitious who attended Sunday schools conducted by the proprietors. Public schools came into existence in Pennsylvania and Delaware during the 1830's, and here the children of the workmen learned to read, write and cipher through the fourth grade, and the luckier ones through the eighth. The more affluent families sent their sons to schools run by the Friends in Wilmington, at Westtown, or in Philadelphia; some went to private academies in Chester County or in the suburbs of Philadelphia. The few who went to college attended Swarthmore, Dickinson, Pennsylvania, Yale, the Massachusetts Institute of Technology, and Princeton. Daughters were taught by their mothers, occasionally by a governess, and they completed their limited formal education at a female academy or finishing school. Several strata of education, culture and social aplomb characterized the Brandywine communities, and though distinctions were more sharply drawn than today the perusal of family histories suggests that social and economic patterns were more fluid than commonly believed.

Today the Brandywine Valley remains the home of several important industries, but the water power of the stream that initially made it a major manufacturing center has been replaced by steam and electric power. Various processes in the making of paper, in iron and steel manufacture, and in textiles demand an abundant supply of water which is taken from the Brandywine, utilized, and then returned after being purified. The stream has become the principal source of water for the city of Wilmington for both household and industrial consumption.

The last of the flour mills and the black powder mills ceased operations in the 1920's. A line of empty, silent stone powder buildings bordering the creek in the Hagley Yard are the progenitors of a flourishing industry that has been tremendously expanded and diversified by the wedding of science to industrial technology. Symbolizing the contemporary stature of the vast, complex enterprise that took root here over a hundred and fifty years ago as a small powder plant are the extensive laboratories of the Du Pont Company Experimental Station on the opposite hilltop. This is one of the results of foresight, initiative, and plain hard work that have combined to write a chapter important to the understanding of our industrial beginnings.

### THE HAGLEY MUSEUM

Happily, concern for the present and the future has not nullified interest in the past. A sense of historical continuity and an appreciation of what has gone before are shared by the executives of some Brandywine industries. At the instigation of members of the du Pont family and officials of the Du Pont



Courtesy Hagley Museum

### HAGLEY MUSEUM EXHIBIT

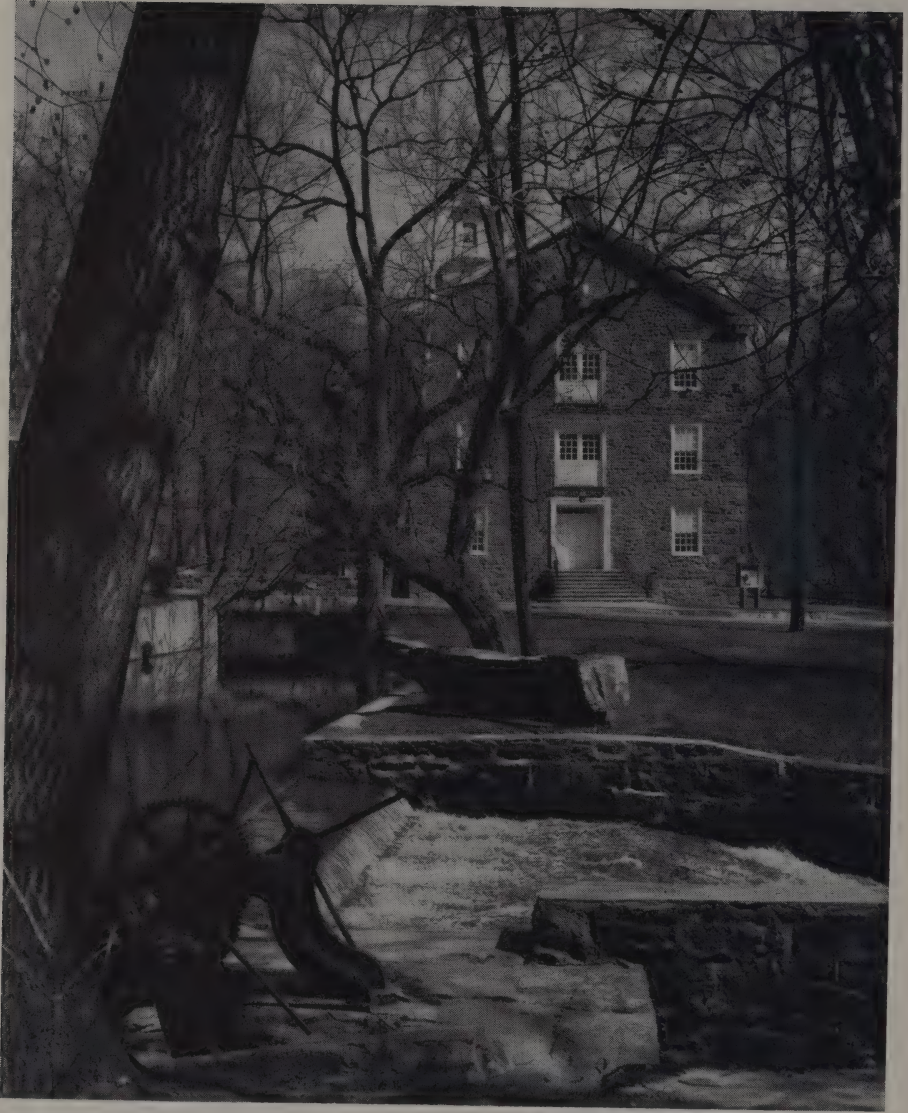
*One exhibit in the Museum consists of an actual interior which was removed from an early Delaware flour mill.*



Company the Hagley Museum was established in 1952, the year the company observed its sesqui-centennial anniversary. In its attractive stone building erected as a cotton mill in 1814, standing a short distance within the Hagley Yard gate, can be seen working models, dioramas and other exhibits that unfold the history of the Brandywine Valley from the mill seats in upper Chester County to the mills in Wilmington. Processes and people are shown; the managers, the millwrights and the mill hands are depicted at their several tasks a century or more ago.

The Museum is the focal point in the powder mill yard that is now being preserved as an historic industrial area. Visitors can walk along the creek side, examine the architecture of the old mills and study the machinery and gearing of one that is undergoing restoration. Glistening sheet-water pouring over the dam holds the eye, a spell broken by the flight of ducks or Canada geese that make their nests in the old ruins and raise their young along the limpid raceways. Tanbark paths wander across the hillside to other mills, to a power plant, and to a point from which can be seen former homes of workmen and a building that was once the blacksmith's shop. At the foot of Slitting Mill Road in a century-old machine shop there will soon take shape a special museum that will portray the history of black powder from the extraction of raw materials to its many uses as an explosive. Other special exhibits and restorations are being contemplated and will become actualities as research, time, and funds will permit.

The Hagley Museum and its surrounding grounds memorialize the inventiveness, the venture, and the hard work of generations of Brandywine mill owners and their workmen. Through preservation, restoration, and exhibits the visitor journeys backward through time to a day when waterwheels, mill stones and raceways, wagons, canal boats, and river shallows were producing and transporting an abundance of many products that made possible a better life for the American people.



Courtesy Hagley Museum

### HAGLEY MUSEUM

*The Hagley Museum is located about three miles north of Wilmington, Delaware. It is reached from Route 141 which links the Concord Pike (Route 202) with the Kennett Pike (Route 52). Hours: 9:30 a.m. to 4:30 p.m. Tuesday through Saturday, Sunday 1 p.m. to 5 p.m.; closed on Monday. Groups are scheduled by appointment. There is no admission charge.*





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Longwood's Arboretum and flower gardens, with their great variety of plant species — the Italian Water Garden with its beautiful fountains and pools — the Open Air Theatre with its underground dressing rooms, unusual water curtain and stage foundations — the large Conservatory devoted to outstanding floral displays the year round — the magnificent electric fountains, the finest colored fountains in the world — were all developed under Mr. du Pont's personal direction.

Longwood Gardens is open to the public every day of the year without charge. Outdoor gardens may be visited from sunrise to sunset while the conservatories are open from 11 A.M. to 5 P.M., as well as on a number of scheduled evenings. Organ music may be heard in the Main Conservatory on Sunday afternoons from 3 to 5. Evening displays of the colored fountains may be seen on certain scheduled dates during the period May to October. Daylight Saving Time is observed in season.

In addition to its year-round horticultural displays, Longwood Gardens also offers a varied education program which includes: a special guided tour service for schools, garden clubs, and similar groups (by pre-arrangement); a winter series of horticultural lectures; series of short courses for local home gardeners; a slide rental service; publications about the Gardens; and special organ concerts. Visitors desiring information about this program or any other events held at Longwood should contact the Information Center, Longwood Gardens, Kennett Square, Pa. Telephone MAin 8-6741.

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*The Montmorenci Stair Hall, from a house built near Warrenton, North Carolina, by General William Williams in 1822. The Sheraton-style furniture was made by John and Thomas Seymour, who worked in Boston from 1796 into the early years of the nineteenth century. Photograph by Gilbert Ask.*

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The house at Winterthur, from which the Museum has grown, was built in 1839 by James Antoine Biderman, and was named for the City of Winterthur, Switzerland.

Mr. Henry Francis du Pont began Winterthur in his family home in 1927, and as he collected and built, the Museum grew to about 100 period rooms, covering the domestic scene from 1640 to 1840.

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For those times, this was indeed a luxurious home. Here William died in 1750, and his widow six years later. Inventories of the contents of the property at each of these dates have been of value in determining the present furnishings of the home.

The property was occupied by descendants of the builder, but passed into other ownership in 1860. In 1947, the late Mr. and Mrs. Francis D. Brinton purchased the property and interested the Brinton Family Association in restoring it to its early condition.

Under the able direction of the restoration architect, Mr. G. Edwin Brumbaugh, the home was restored during 1954-55 to its original size. Study revealed the exact size, type and location of each of the original twenty-seven leaded glass windows as well as other early structural features.

Today the 1704 House is one of the most authentic restorations in Pennsylvania and its neighboring states. The furnishings, based on the inventories of two centuries ago, are equally authentic. Many of the pieces of furniture have been in the Brinton Family for several generations.

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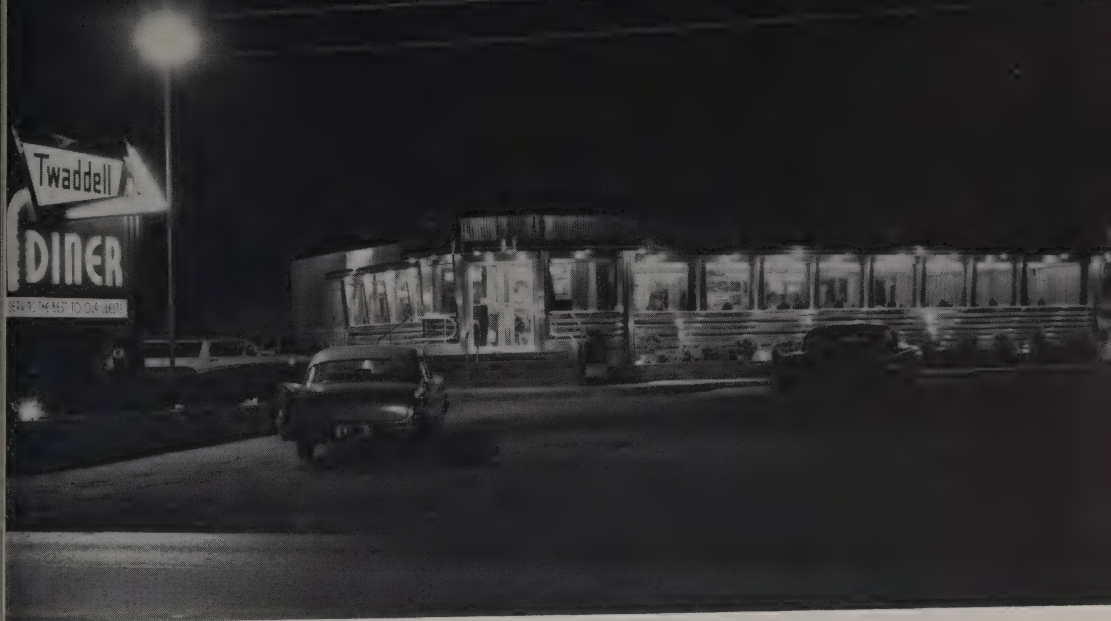
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Twaddell Diner is close to many historic places, such as Mad Anthony Wayne's home and the world renowned Valley Forge Park.

### TWADDELL DINER

*Serving the public the best in food for 12 years*

**U.S. Highway 30 East — Lincoln Highway**

**East of Paoli, Pa.**

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Off Rt. 30 on Lincoln Hwy. 1st light W.  
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Buffet Sat. eve. and Sunday.

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## *Four Winds Motel*

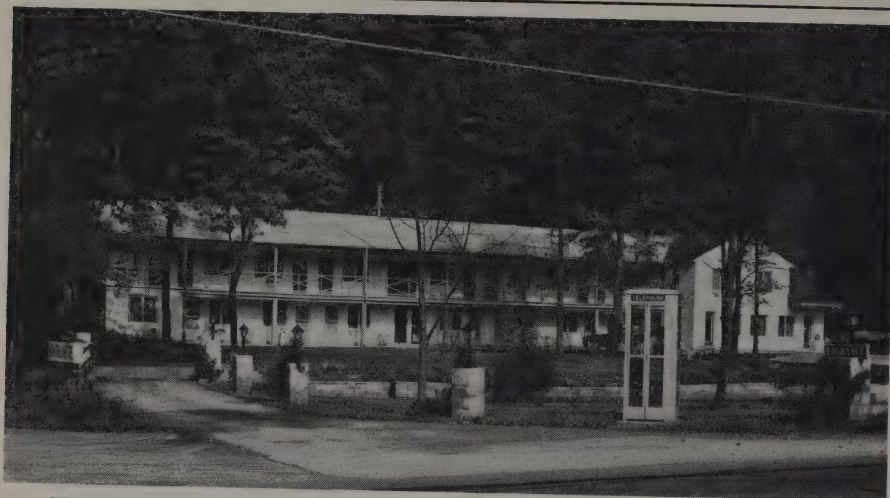
*In the Heart of Historic Brandywine*

On Route 202

EXport 9-8882

2 miles North of Baltimore Pike, U.S. 1

6 miles South of West Chester — Across from 1704 Brinton House



## **DOGWOOD PARK MOTEL**

EXTON, PA., On Route 100

FO 3-6496; if no answer, call FO 3-7671

1 mile North of Lincoln Highway, U.S. 30, 2 miles South of  
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A luxury Motel off the Highway, with shade trees, featuring acoustically treated walls and ceilings — wall to wall carpeting — air conditioned — television. You are assured of courtesy and comfort during your stay.



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*Water Wheel The Old Mill 1682 Concordville Pennsylvania*

## Built in 1682

This Mill was well known in Revolutionary times as one supplying flour to Washington's troops at Chadds Ford and Valley Forge.

Now, by the OLD MILL Wheel, restored in January 1958, is a restaurant distinguished for its delicious cuisine and beverages. The hosts are the Uppermans.

The OLD MILL, situated on Brinton Lake Road, Concordville, Pa., is open all year.

Dinner is served 5:30 til 9:30 P.M. Tuesday thru Saturday; from 2:00 til 8:00 P.M. Sunday. Closed Monday.

GROUP LUNCHEONS ARRANGED

# THE OLD MILL

Brinton Lake Road

Concordville, Pa.

Phone GLOBE 9-2140



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1 MILE EAST OF KENNETT SQUARE

(On Route 1)

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- Dining Room
- Air Conditioned

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A complete line of general Books in all fields, Fiction and non-Fiction, Children's Books, Reference, Standard Classics, and the pick of the Paper Backs. Plus a selection of Sporting Prints, Water Colors and Antiques of Special Interest.

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Paoli Pike (Route 202)—between West Chester and Paoli

also in Narberth, Pa., on Montgomery Avenue



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1036 Wilmington Pike (Rt. 202)  
WEST CHESTER, PA.

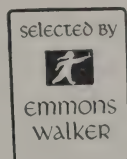
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EAST LANCASTER AVE.

DOWNINGTOWN, PA.



## J. LANIER JORDAN, Realtor

There are many interesting examples of early American stone, brick and frame homes in Southern Chester County and Western Delaware County that have been remodeled to period incorporating the necessary conveniences for modern living in this scenic and historic section.

The first section of the all fieldstone home shown below was built in 1686-7 on 100 acres of land sold to Thomas Hall by deed signed by William Markham, Governor of the Province of Pennsylvania, as agent for William Penn. The consideration was twelve pounds. In 1937 J. Lanier Jordan and Emmy, his wife, remodeled the old three story stone house and built the two story addition of matching fieldstone obtained from the old barn on the Samuel Hill property at Markham.

1937



1938



Now that the trees and planting have developed, it is interesting to see this home today on Ivy Mills Road in Concord Township, Del. Co., Pa.

Mr. Jordan's office, see picture below, situated at "Birmingham Center," Northwest Corner of the Old Baltimore Turnpike (Route No. 1), and the Old Wilmington-West Chester Toll Road (Routes No. 202 and No. 322), about one mile West of Concordville, Delaware County, has personnel interested in discussing with you the sale and rental of both old and new properties in this beautiful country, Telephone GLOBE 9-0800.



# Dick Thomas Brick Oven

Route 30

Between Exton and Downingtown



## HOMEMADE SOUPS

● Delicious Sandwiches ● Barbecues ● Jumbo Milkshakes



## LENAPE PARK

OLD FIDDLERS' PICNIC HELD ANNUALLY AT LENAPE PARK  
ON THE FIRST SATURDAY OF AUGUST

Childhood joys, family memories, amusements for everyone — all flow together along the historic Brandywine at Lenape Park. Picnic accommodations for large groups.

Open May 'til October.

Lenape Park, Routes 52 and 100—Lenape-Longwood Road

JOHN V. GIBNEY, Owner



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1769

RADNOR, PENNSYLVANIA

Radnor House has been a land-mark since colonial days. This is the place — where slept the horse of George Washington.

Now Radnor House has become a glorified country store filled with tid-bits to treasures. Written about many times — winner of national awards — Radnor House offers a host of items that will intrigue you.

If you like nice things that add to gracious living and make country life exciting, you will like us. Casual country clothes and personal accessories, jewelry, toys, food delicacies, decorative art, household pieces, and a Wonderland at Christmas time make shopping here a delight.

**COME — SEE — VISIT**

**Main Line's Most Unusual Store**

**(Just North of Route 30 and Radnor Station P.R.R.)**



## The Nathaniel Newlin Grist Mill

on Historic Baltimore Pike

GLEN MILLS, PA., R.D. No. 2

“The stone grist mill at this site was built in 1704 by Nathaniel Newlin, a Quaker who emigrated from Ireland in 1683. The mill, restored to working order, is a fine example of a vital segment of Colonial economic life.”

So reads the historic marker on the Nathaniel Newlin Grist Mill, but there is more at this site than the mill.

Here, fishing, hiking and picnics may be enjoyed along the West Branch of Chester Creek, on a piece of land owned by the Newlin family when William Penn was a resident of Pennsylvania only 21 years.

Groups wishing to make advance reservations for the picnic grove and fishing facilities may call GLOBE 9-2359 or write: Nathaniel Newlin Mill, Glen Mills, Pa., R.D. No. 1.

Open daily to the public from 9 A.M. to dusk.





## The Biggest Flower Show in the East

Travelers along U. S. Route 1 at any time in July, August, September and early October can treat themselves to one of Nature's most brilliant spectacles by stopping just south of West Grove, Pennsylvania, for a look at the vast rose fields. This is rose country . . . broad, gently rolling fields which are resplendent in the summertime with the beauty of millions upon millions of rose blooms. It is a breathtaking sight, an eye-filling sight—one which the imagination finds difficult, if not impossible, to grasp, for it is the beauty of one rose multiplied by infinity. The beauty of it all, as we say, is that the passerby is welcome to stop and feast his eyes and soul.

The rose plantings are laid out in large blocks with grass strips between them so that it is easy to drive one's car right alongside the roses for firsthand observation. Many people make this an opportunity for taking pictures in color, and it can be taken for granted that in many a winter-bound living room the showing of these rose fields on a projection screen almost literally turns the bleakness of winter into the beauty of summer, for a moment at least. From Nova Scotia to Key West on the eastern seaboard, there is no comparable expanse of rose beauty, and a visit here in season is always a worthwhile and rewarding experience.

### FAMOUS OLD RED ROSE INN

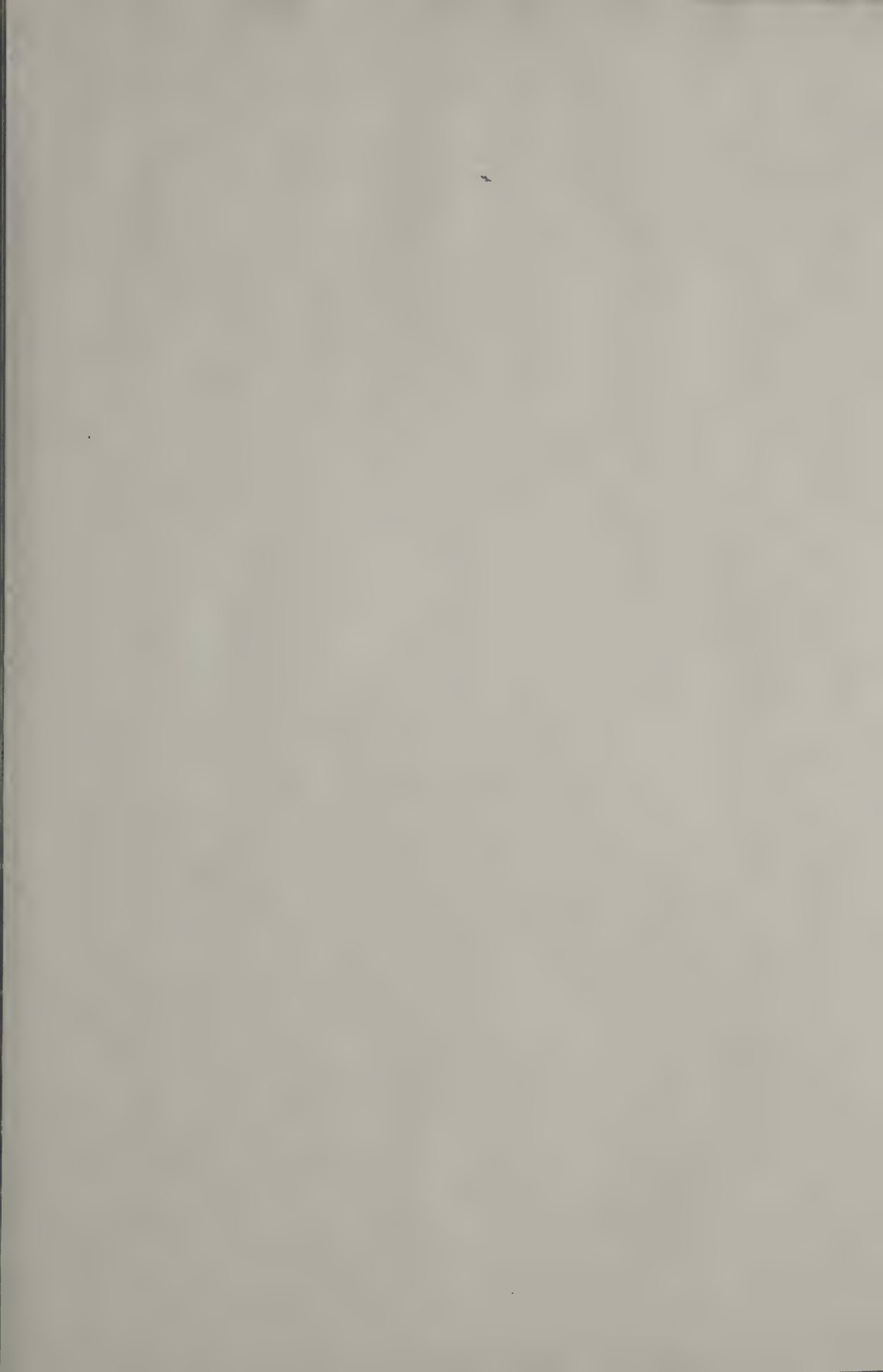
close by the Star Rose fields serves patrons today as it did 220 years ago. Open every day except Tuesday. Excellent meals. Visit the Inn and Fanlight House, the antique shop next door, when you come to see the Star Rose fields.















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# Historic Brandywine

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# Historic Brandywine

## GUIDE MAP

Illustrating points of interest in the Historic Brandywine Valley in Pennsylvania and Delaware, with detailed maps of West Chester, Pa., New Castle and Wilmington, Del., and Covered Bridges in Chester County, Pa.

Published by the  
BRADFORD VILLAGE PRESS  
WEST CHESTER, PA.

to be used in conjunction with

Official Guide Book of the  
Historic Brandywine Area

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by Bradford Village Press

Printed in the United States of America by  
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Amstel House 1730

16 New Castle 51  
Delaware

Here William Penn first landed in America, October 28, 1682. On the site of Immanuel Church was enacted the ceremony of "Livery of Seizin" in which Penn received Turf, Twig, Soyle, and Water in token of his ownership.

Fourth Street



Old Dutch House 1647

Third Street

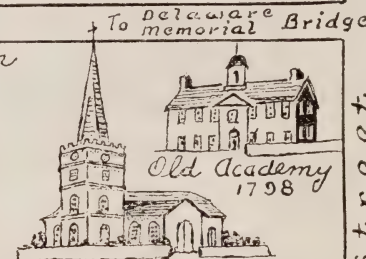


Old Court House  
1730

The Green



The Arsenal  
1809



Immanuel Church 1703

Old Academy  
1798

Market Street



Old Town Hall  
1823

Market Square

Second Street



Gunning Bedford House  
1730



Old Presbyterian Church  
1707

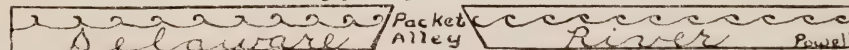


Read House 1797



Rising Sun  
17 Tavern 96

The Strand



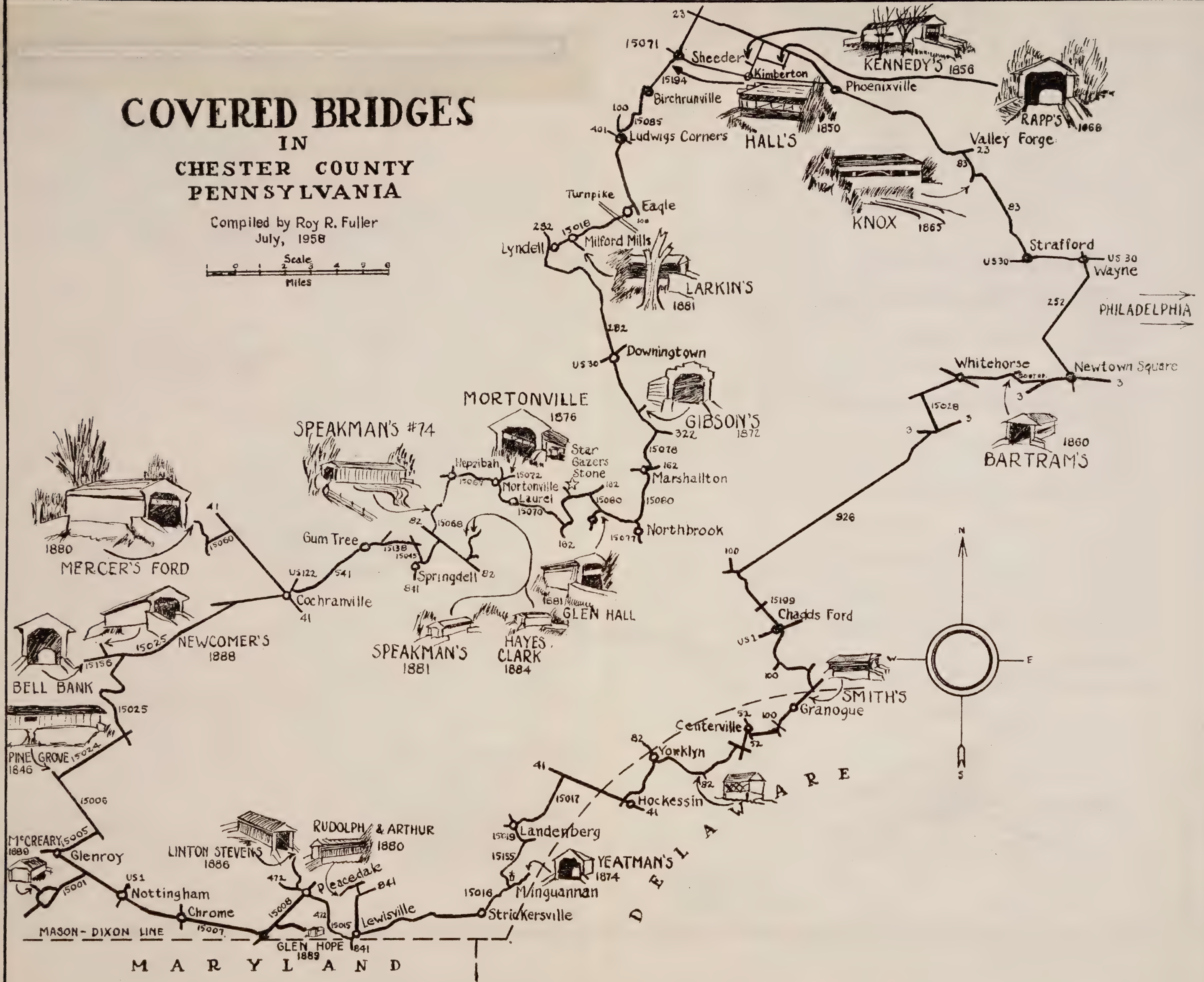
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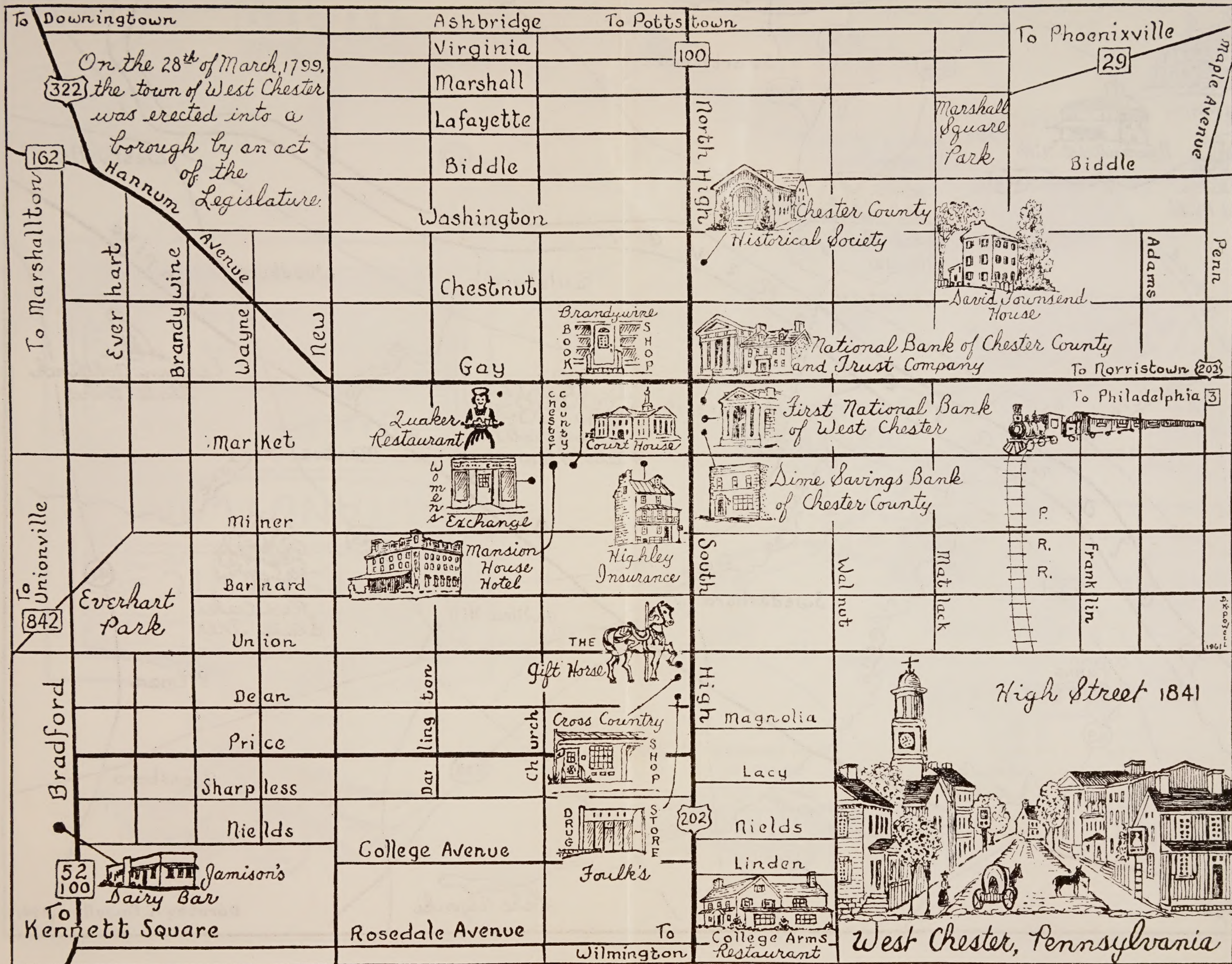
# COVERED BRIDGES

## IN CHESTER COUNTY PENNSYLVANIA

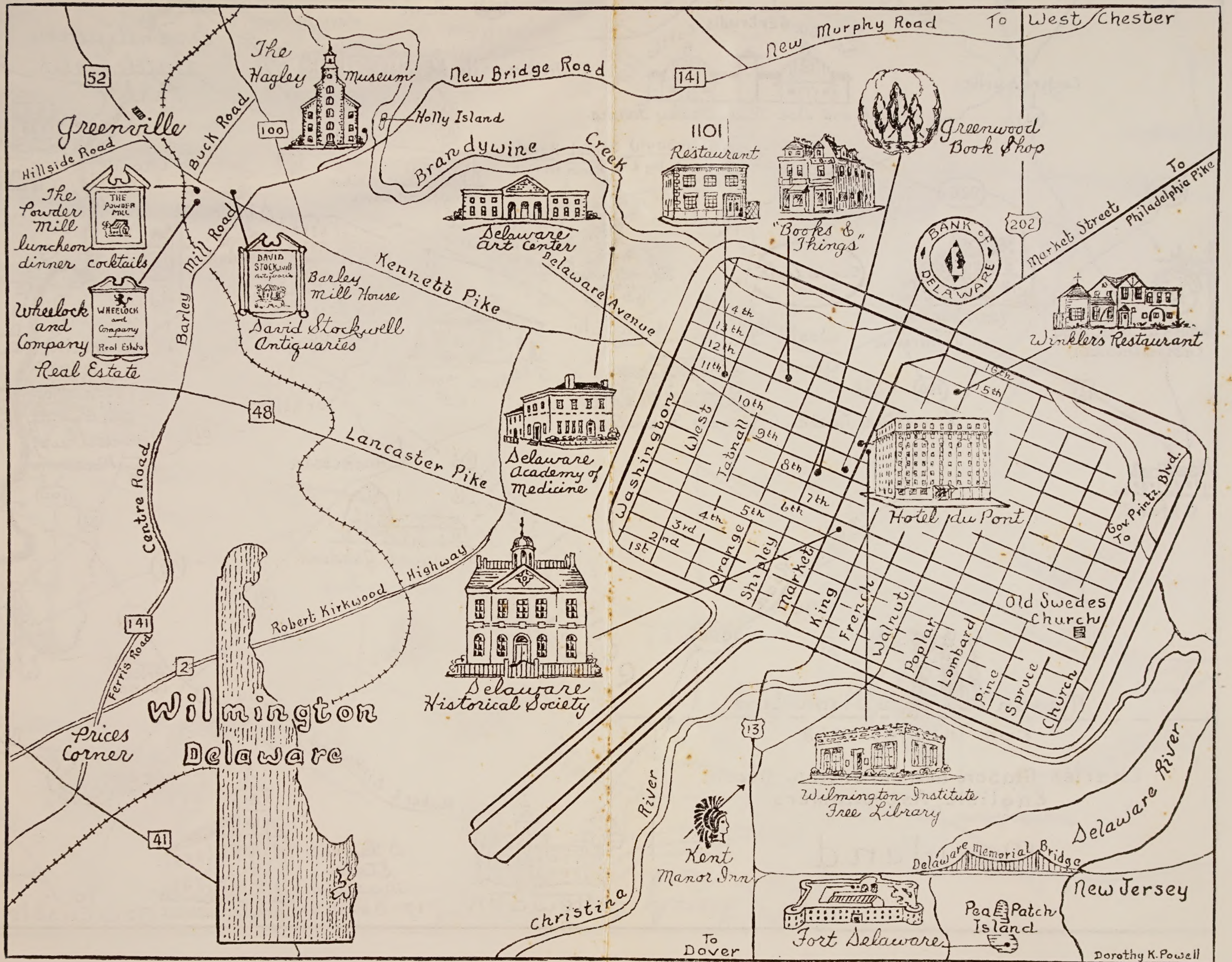
Compiled by Roy R. Fuller  
July, 1958



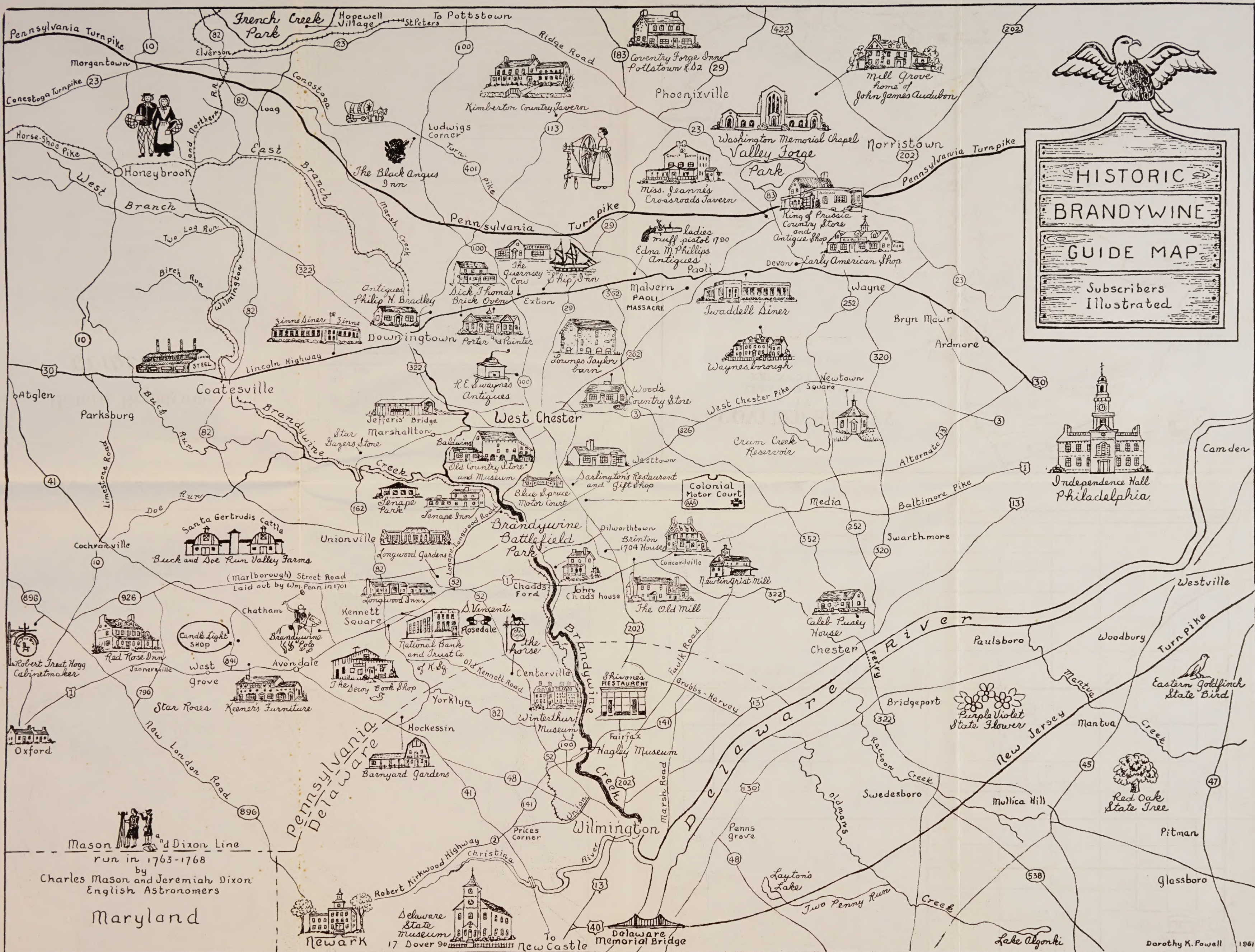












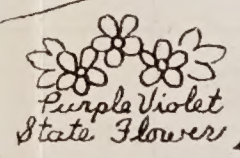
HISTORIC  
BRANDYWINE  
GUIDE MAP  
Subscribers  
Illustrated



Independence Hall  
Philadelphia



Eastern Goldfinch  
State Bird



Purple Violet  
State Flower



Red Oak  
State Tree



